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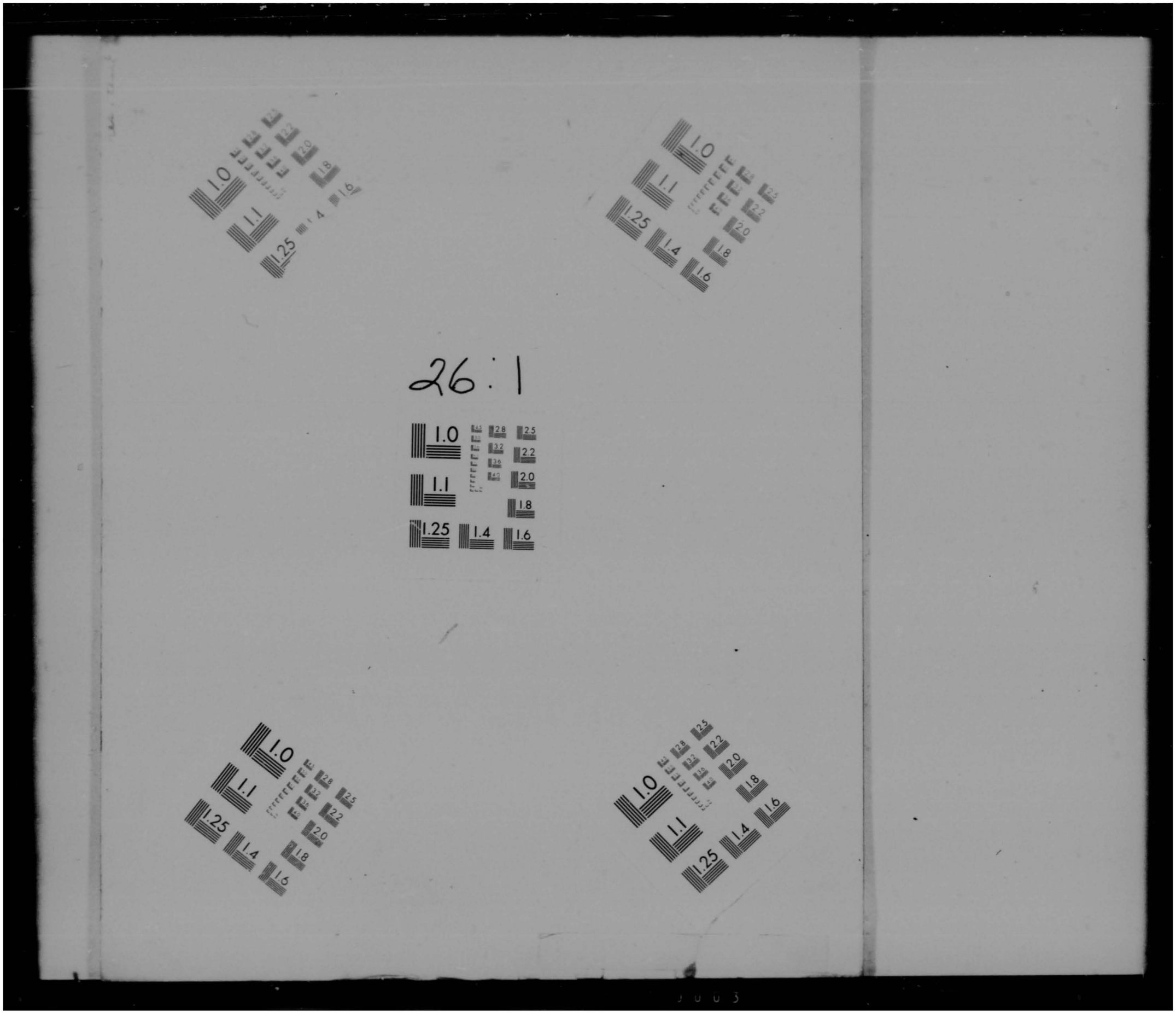
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308TH

BOMBARDMENT WING MEDIUM



1 JULY
TO
31 JULY
1953

HISTORY

HUNTER
AIR FORCE BASE
SAVANNAH, GEORGIA

STRATEGIC AIR COMMAND

SECRET

KWG-308-HI July 1953
35-1310
3-1925-3A
RSI Comp No S00708
5-14087
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REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE

DIVISION: Historical

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SUBJECT & DESCRIPTION OF INCLOSURES: 3-1075-3A
History, 308th Bombardment Wing (M)

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Auth: CO 308th Bomb Wg.
27 Aug 53 Nelson
Date Int.

HISTORY

OF

308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE

SAVANNAH, GEORGIA

— FOR —

1 July - 31 July 1953

J. A. Thompson Col USAF for
J. A. PRESTON, Colonel, USAF
COMMANDER

Charles R. Nelson
CHARLES R. NELSON, Capt, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY T/Sgt Curtis H. Watson

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MISSION

To organize, train, and stage, as directed, appropriated combat, service, and supporting units for theater or other overseas deployment and train bombardment crews and units for the performance of global bombardment operations. To equip the organization for accomplishment of the assigned mission and support the Anti-submarine, Aerial Mining, Air Reserve and National Guard programs in accordance with instructions received from higher headquarters. To conduct long range bombardment operations in any part of the world at any time, either independently or in cooperation with land and sea forces and to maintain assigned units in a state of readiness to permit immediate operation either alone or jointly with other forces against enemies of the United States. To perform such special missions as the Commander, Second Air Force, may direct.

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CHRONOLOGY

1 - 31 July 1953

On 1 July the Director of Materiel established a new office within the Materiel Section, the Facilities Planning Office. Colonel James H. Thompson, Deputy Wing Commander, was selected as SAC Project Officer for the 6th International Air Exposition, Selfridge Air Force Base, Michigan. Orientation flights of R. O. T. C. Cadets began the first of the month. The 308th Air Refueling Squadron was officially activated on the 8th of July. One B-29 was flown to Selfridge Air Force Base, Michigan, to participate in the 6th International Air Exposition. The 308th Bomb Wing participated in a joint Strategic Air Command and Air Defense Command training exercise. A selected number of B-29's were flown to Warner-Robins Air Force Base, Georgia, for weight and balance check, during the first part of the month. Two modified aircraft were flown in from Lake Charles Air Force Base, Louisiana. Major operations orders concerning "Wing Hurricane Plan" were published during July. Thirty rated officers attended Altitude Indoctrination at MacDill Air Force Base, Florida. Throughout the month conferences were held with personnel of the 308th Bomb Wing, Air Installations and other Base organizations concerning plans for reassignment of buildings and facilities. Colonel M. A. Preston, Wing Commander, attended a Commanders' Conference at Second Air Force Headquarters on the 28th of July.

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The Director of Materiel held a meeting with the Second Bomb Wing and the 804th Air Base Group, during July. The purpose of the meeting was to discuss problems incident to the conversion to B-47 and KC-97 aircraft. The project of obtaining an adequate A & E building continued throughout the month. A special project was formulated and sent to Second Air Force for approval.

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CHAPTER

I

ORGANIZATION

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ADMINISTRATION

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ORGANIZATION

Principal item to affect organization of the 308th Bomb Wing during July was activation of the 308th Air Refueling Squadron on 8 July 1953. Organized under T/O 1-1179P as directed by SAC General Order 51, dated 5 June 1953, the 308th Air Refueling Squadron was authorized 85 officers and 229 airmen. It's to be equipped with 20 KC-97 tanker aircraft.

Several changes in key personnel were effected during the month. Colonel John F. Batjer, was assigned to the 308th Bomb Wing from Air War College and assumed the duties of Deputy Wing Commander, vice Colonel James H. Thompson. Colonel Thompson assumed the duties of the Director of Operations, vice Lieutenant Colonel Francis E. Winget. Lt Colonel Winget assumed the duties of Deputy Director of Operations. Lieutenant Colonel Perry P. Menzies was announced as the Squadron Commander for the newly activated Air Refueling Squadron. 1/

Colonel N. A. Preston, Wing Commander, attended a Commanders Conference at Second Air Force Headquarters on 28 July 1953.

1/ 308 BW, Gen Order No. 40, dtd 28 Jul 53 (Exhibit 1)

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ADMINISTRATION

Administratively speaking, July was a quiet, routine month. The Wing Adjutant's section conducted brief staff visits to all squadrons, giving particular attention to mail room operation and publication files. Only minor discrepancies were noted.

Publication of Air Force decimal letter AFCDS 380.01, subject "Control of Classified Documents within the Department of Defense", dated 23 June 1953, required several changes in classified document handling, procedures, including revision of Wing Regulation 205-1, dated 4 June 1953. A change to this regulation was published on 15 July 1953. 2/ New procedures, especially those concerning "Read Sheets" for Secret and Top Secret documents, were discussed with all squadron and directorate classified document control personnel.

Within the squadrons several changes in key administrative personnel occured or were anticipated in the immediate future. First Lieutenant Maurice Smithberg, Adjutant of the 308th Field Maintenance Squadron, was released from active duty and replaced by First Lieutenant Martin G. Koehler. Captain Homer D. White was assigned to the 308th Armament and Electronics Maintenance Squadron as assistant to replacement in training for First Lieutenant Val Bennett, Adjutant, due for release from active duty in August. In the same fashion Captain James B. Neal was placed in training as replacement for First Lieutenant Frank Graham, Adjutant of the

2/ 308 BW, Wg Reg 205-1A, dtd 15 Jul 53 (Exhibit 2)

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374th Bomb Squadron, scheduled for Basic Observers Course in August. First Lieutenant Neil R. Humphrey was assigned as Adjutant of the 308th Periodic Maintenance Squadron, without an adjutant for several weeks previously. In all cases the replacement adjutants were selected from surplus rated personnel resources within the Wing and were without previous administrative experience.

During July all wing policies were reviewed for accuracy. Several were rescinded, and one, "Barracks Inspection", was revised. 3/

The program of inventorying, re-logging and re-issuing or destroying all classified documents issued prior to adoption of the present receipt and issue system continued slowly. Records kept during 1951 and early 1952 were found inaccurate. In some cases hours of research were required to account for a single document. With hundreds of documents involved, this project was expected to continue at least through September before completion.

3/ 308 BW, WC Policy No. 1, dtd 31 Jul 53 (Exhibit 3)

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CHAPTER

II

PERSONNEL

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PERSONNEL

During July information received by this Headquarters indicated that a substantial portion of B-47 conversion personnel requirements would be filled by input from ATC. In one career field alone, input of ninety-five AOB's was projected to fill combat crew vacancies. 4/

Considerable progress through the month was made towards increasing the Wing's effective manning. Two major factors aiding solution of this problem were annoucements of a more flexible policy which enabled utilization of single rated bombardiers in other career fields and adoption of a more lenient policy in regard to release of airmen for hardship reasons. 5/

The 308th Air Refueling Squadron was activated on 8 July 1953. Since manning this unit was directed to be accomplished largely from personnel sources of the 308th Bomb Wing and the 38th Air Divison, its activation shifted the Wing Personnel Section into high gear. From three officers and five airmen on the first report (Manning of New Units RCS: SAC-P-5), the squadron strength increased to twenty-one officers and thirty-nine airmen by 31 July.

Training was also well under way at the month's end, with two officers and thirty-nine airmen from the unit then TDY to the KC-97 Mobile Training Detachments at MacDill AFB, Florida and the KC-97 Combat Crew Training School at West Palm Beach, Florida. 6/

The Air Refueling Squadron had eight crews assigned as of the end of July, with eight more scheduled for assignment pending EDCSA, and four more which are to be formed from personnel of the 308th Bomb Wing.

4/ History, Dir Per for July 1953, 308 BW Historcial Files
5/ Ibid
6/ Ibid

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However, all crews that are presently assigned and scheduled for assignments are lacking navigators. Since Wing resources are not sufficient to provide a navigator for each of the twenty crews, supplementary personnel must be withdrawn from other 38th Air Division units. In-flight refueling technicians will probably be furnished from surplus gunners who can be retained and reclassified.7/

The munition and special weapon field became a critical career field by the end of July. At this time there were no qualified officers working in this field. A supplementary requisition was submitted to higher headquarters, but no action has been taken to date. Although surplus bombardiers and pilots have been placed in these positions, and although they are getting the job done, the overall effectiveness leaves a great deal to be desired. 8/

A new section was set up within the Directorate of Personnel, Combat Crew Control. This was formed to keep an up-to-date picture of the combat crews which are reported on the V-1 report and also those to be formed for B-47 aircraft. Major William Wheeler was appointed Combat Crew Control Officer. Though in operation for only a short time, this section has already relieved the work-load of personnel sections. 9/

MANNING

Officer: Body manning within the Wing increased from 109% in June to 117% in July. Effective manning increased to 95% in July, as compared to 93% for the month of June.

7/ History, Dir Pers for July 53, 308 BW Historical Files
8/ Ibid
9/ Ibid

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Airman: Body manning for the month of July decreased from 113% in June to 110%. Effective manning decreased to 65.1%, compared to 72% in June.

Manning in critical career fields was as follows:

Career Field	Body Manning	Effective Manning
42 & 43 - All Acft Maintenance	54%	36%
20 - Intelligence	100%	57%
64 - Supply	87%	87%

Authorized and Assigned Personnel, as of 31 July 1959 :

Unit	OFFICERS Auth	OFFICERS Asgd	AIRMEN Auth	AIRMEN Asgd
Headquarters Squadron	44	43	106	119
308 Air Refueling Sq	85	21	229	39
373rd Bomb Sq	62	84	147	193
374th Bomb Sq	62	80	147	203
375th Bomb Sq	62	74	147	193
308th A & E Maint Sq	9	10	158	200
308th Field Maint Sq	7	11	302	265
308th Periodic Maint Sq	5	4	137	68
Medical Group	22	19	98	130
Totals:	363	346	1471	1410

GAINS AND LOSSES

Gains for the month of July showed a definite increase while losses remained about the same as compared with the month of June. Officer gained during the month - 72; lost -25. June gains were 35 with 30 losses. Airmen gained during July - 116; lost - 65. June, airmen gained 45 with 53 losses. The airmen gained and lost were

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distributed somewhat equally throughout the various career fields within the Wing, with a slight edge in the maintenance career field. 10/

CLASSIFICATION

An increase in officers' effective manning during the month of July was attributed to new classification policies. The Wing was directed to reclassify all officers' PAFSC's to agree with their DAFSC if one or the other required an aeronautical rating. As an example, an officer had a PAFSC 1541 and a duty AFSC 2051, the PAFSC required an aeronautical rating whereas the DAFSC did not. The officer was reclassified to a 2051 PAFSC and DAFSC with the first additional AFSC being 1541. This allowed the Wing to utilize these personnel in positions where vacancies existed, provided the officer possessed some experience in the career field. 11/

SCHOOLS

School quotas during the month of July continued a downward trend, with only five airmen sent to school, as compared to fifteen for the month of June. Requests for schooling were emphasized during the month in hopes of reversing this situation. For officers, advanced courses in flying specialties were receiving a big "play". Single rated pilots and observers realized that they would soon be obsolete without either a triple or quadruple rating. During July the Wing sent six single rated pilots to Primary Observer Course for Pilots, (15002) and two officers to Primary Observers Upgrading Course (15000). Quotas for the latter course should be arriving more rapidily in future months. 12/

10/ History, Dir Pers for July 53., 300 BW Historcial Files
11/ Ibid
12/ Ibid

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CHAPTER

III

OPERATIONS

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OPERATION AND TRAINING

Much of the activity of the Operations Directorate was concerned with the many vexing problems associated with conversion to B-47 type aircraft. Many off-base commitments along with a large input of flying personnel were foremost among the difficulties confronting the directorate during July. July being a special training month, much emphasis was placed on flying proficiency. Total flying time projected was 758 hours of which 708 hours were flown. Of the hours flown, 534 were operational, 36 were test flights and 138 were ferry flights. The majority of the operational was devoted to transiton and pilot proficiency. In addition, five B-107 special weapon drops, 30 special flights of two and one half hours for AFROTC Cadets, and seven sorties in accordance with Second Air Force Operations Order 61-53 were accomplished. The Weight and Balance Project at Warner Robbins was completed in July which, with the exception of pick-ups of four aircraft away from the station at the end of the month, leaves the Wing with no known ferry commitments until September. Principle difficulty encountered in July was maintaining intact crews. Commitments for schools, loss of personnel, and other hardship associated with conversion to B-47 aircraft made it almost impossible to maintain crew integrity. Much time was expended reviewing Flight Order Loading Lists from a Flying Safety viewpoint. On several occasions, flights were refused or loading lists changed because the make-up crew was not considered capable of accomplishing the mission. This was particularly true of transition and test flights. 13/

13/ History, Dir Oprs for July 53, 308 BW Historcial Files

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Several important projects were completed by the Plans and Briefing Section during the month. The most important of these was the new Wing Hurricane Plan, Operations Plan 203-53. 14/ This Plan supersedes Operations Plan 201-52 and is expected to fulfill any situation that may arise in the forthcoming Hurricane Season. Wing Operations Order 61-53 was written and published on 7 July 1953, covering "Exercise Tailwind". 15/ This order committed the 308th Bomb Wing to furnish seven aircraft to participate in a joint Strategic Air Command (SAC) and Air Defense Command (ADC) training exercise. Crew Kits were prepared, crews were briefed for the mission, and on 11 July seven aircraft flew the mission as planned. 16/

During the month a total of 180 Cadets were flown on 30 different sorties and plans were reviewed and modified slightly to fly still more for a two week period beginning 3 August 1953. 17/

Although seriously affected by the loss of personnel, the Wing Ground Training Section accomplished much toward training in the prerequisites for transitioning to B-47 aircraft. This training was started with the Physiological phase being received at MacDill Air Force Base, Florida. At MacDill, the future B-47 pilots and observers received lectures and an Altitude Chamber Flight up to 45,000 feet. A total of 30 personnel, including the Wing Commander, attended this training during the month. 18/

14/ Ops Plan 203-53, "Wing Hurricane Plan", Hq 308 BW, dtd 20 July 53 (Exhibit 4)
15/ Ops Order 61-53, Exercise Tailwind", Hq 308 BW, dtd 7 July 53 w/ Amendment Number One, dtd 10 July 53 (Exhibit 5)
16/ History, Dir Oprs for July 53, 308 BW Historcial Files
17/ Ibid
18/ Ibid

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A course in Celestial Navigation was satisfactorily completed by a number of staff personnel and single rated pilots during the month. The purpose of this course was to train single rated personnel on star identification, sextant observation, and the resolution of simple sight reduction to lines of position. With this training completed many of these personnel can now look forward to entering transition and the eventual assignment to B-47 crews within the Wing. 19/

During the forthcoming month the Wing will conduct another Celestial Navigation Course, there will be other altitude chamber flights, and a quota of 27 personnel to attend Advance Survival. 20/

The present ground training goal of the Wing is to finish as many ground training commitments as possible before receiving the new aircraft. Though difficult of attainment, the achievements of this goal will be of immeasurable help when the new aircraft finally arrive. In accomplishing this ground training at an early period of the conversion program, the 308th Bomb Wing will be following and profiting from the advice and experience of other Wings which have already converted, i.e., the 305th, 306th and the 22nd Bomb Wings. A Master Ground Training Schedule was published and distributed to all units. 21/

The Wing Standardization Crew was confronted with compiling course outlines and training aids for the Celestial Navigation course. The standboard navigator also assisted the Wing Observer in administering the final examination for this course. 22/

19/ History, Dir Ops for July 53, 308 BW Historcial Files
20/ Ibid
21/ Schedule, "July Master Ground Training Schedule", Dir Ops, 308 BW, dtd 25 June 53. (Exhibit 6)
22/ History, Dir Ops for July 53, 308 BW Historcial Files

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The Wing Gunnery Section was hit by the hospitalization of the NCOIC and TDY of the Wing Gunnery Officer during the month of July. The B-26 gunnery trainer was operational the entire month with a comparative proficiency test score of 34% being the highest attained. A total of 5,000 rounds of ammo was expended by the Wing on five separate gunnery missions. A total of 66 scored attacks were achieved by the 373rd and 374th Bomb Squadrons. Two crews completed gunnery evaluation at the 3908th Strategic Evaluation Squadron and all members of both gunnery teams were qualified. Fifty-nine personnel completed QQ Range exercises as specified in Second Air Force Regulation 50-30.23/

The most noteworthy feature reported by the Wing Communications Section was the high degree of proficiency attained by radio operators of the 374th and 375 Bomb Squadrons. During June, the 374th was only 32% proficient, but in July this squadron attained 100% proficiency in sending and receiving. Similarly, the 375th Bomb Squadron, which was 60 % proficient in June reached 100% proficiency in July. 24/

The Wing Electronic Counter-Measures (ECM) Section has continued ECM training during July. This consisted of mock-up, classroom instruction, C-47 flights and examinations. One radio operator per squadron attends this school. The field trips to Keesler Air Force Base were discontinued during July due to the limited facilities available at the base. However, the Wing now has a sufficient number of transmitters but a shortage of receivers due to the loss of 16 APR-4Y's. Replacements are expected sometime in August. 25/

23/ History, Dir Ops for July 53, 308 BW Historcial Files
24/ Ibid
25/ Ibid

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The Wing Flying Safety Section reports no aircraft accidents during the month of July. The annual accident rate decreased to 13.7 percent per 100,000 flying hours. It was suggested to the 38th Air Division that the Standard Operating Procedure for Visual Flight Rules range let-down be changed so as to provide a minimum altitude of 2,000 feet. This change was requested because of a near mid-air collision of two B-29 aircraft. No other incidents were reported. Two flying safety meetings were held; aircrew personnel were 94 percent present and maintenance personnel 78 percent present. 26/

The biggest problem of the Reports and Analysis Section continued to be the instability of primary crew members. Special emphasis was placed on regaining pilot proficiency for the quadruple-rated 1241's who had been flying as observers on combat crews. July being a special training month full advantage was taken to insure the additional training needed to keep the crews proficient in all phases of flying. Four crews were alerted to make preparation for KC-97 training. 27/

For the first time since the reactivation of the 308th Bomb Wing, all phases of the Intelligence Section were consolidated into one building. 28/ Foremost among the improvements resulting from this change was the construction of a War Room to be used for briefing of staff and intelligence personnel. A portion of this room will be set aside for an intelligence library. Plans were formulated for the construction of sliding panels in the War Room to permit the mounting of world map coverage. These maps will be used to display mission

26/ History, Dir Opns for July 53, 308 BW Historical Files
27/ Ibid
28/ Sketch "Floor Plan, 308 Intelligence", (Exhibit 7)

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route information, air and radar order of battle information and other alien capabilities for the briefing of the Wing Staff and training of intelligence personnel. 29/

Other activities of the Intelligence Section were; The intelligence portion of the general briefing for "Exercise Tailwind" was conducted and included ADC fighter and radar order of battle, point of radar penetration and reporting procedures. Bombardiers and gunners were given aircraft recognition training covering those types of fighters which they might encounter on this mission. Three hours of Russian language training were presented to crew members. Training aids and course outlines were prepared by personnel of the Wing Intelligence section. Though the course was well received by those in attendance, the benefit derived from it was difficult to measure due to the time limitations imposed. 30/

The foreign target program moved steadily towards completion. All this work has been completed with the exception of placing the materials in proper type folders. Shortage of materials curtailed work on domestic target folders. Following is a list of the seven RBS sites in use during the month indicating percent of folders completed as of 31 July 1953:

COUPLER	RECEIVER	RADAR
Little Rock	100%	100%
Kansas City	50%	100%
Oklahoma City	20%	20%
Richmond	10%	10%
Dallas	5%	5%
Charlotte	5%	0%
Tampa	0%	100%

29/ History, Dir Opns for July 53, 306 BW Historical Files
30/ Ibid

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There are four major steps involved in the preparation of a domestic target folder. First the basic folder must be prepared with pockets for photos and charts. Following this, all available visual and radar photos must be screened for clarity, range, and correct scale. Then series 500 and 100 charts of the target area must be annotated indicating the IP's and targets. Finally, a target information sheet is prepared giving all available information on the target, such as pin-point co-ordinates with chart reference, target code designation and a brief description of each aiming point. 31/

31/ History, Dir Oprs for July 53, 308 BW Historcial Files

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CHAPTER

IV

MATERIEL

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MATERIEL

On 1 July 1953, Colonel Ralph C. Jenkins, Director of Materiel, established the Facilities Planning Office. Major Eaton A. Gorelangton was transferred from Operations to head the section, while S/Sgt Roy M. Henderson II moved from the Comptrollers Office to be the draftsman.

Mission of this office is to assist the Director of Materiel in planning and coordinating all anticipated moves of the 308th Bomb Wing on Hunter AFB during the period of conversion from B-29 to B-47 and EC-97 type aircraft. The move will encompass buildings, docks and other administrative and maintenance facilities. The office will handle all work orders and draw all necessary plans. 32/

Throughout the month, conferences were held with personnel of the 308th Bomb Wing, Air Installations and other organizations on the base regarding planned movement from one building to another. 33/ The overall plan is to move all 2nd Bomb Wing facilities to the North Side of the field and leave just the 308th Bomb Wing facilities on the South Side. However, this plan is a long range one because at the present there is no room on the North Side for any more facilities of the 2nd Bomb Wing. 34/

Two of the big problems facing the Wing during the conversion period were the lack of housing for the 308th Air Refueling Squadron and a proper A & E building. As the Refueling Squadron's building will not be completed until December 1953, it was necessary to find

32/ History, Dir Mat for July 53, 308 BW Historical Files
33/ Minutes of meeting regarding conversion items of interest to 2nd and 308th BW (Exhibit #8)
34/ R&R from Lt Colonel Schneck regarding relocation of 308th BMS Facilities. (Exhibit #9)

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space for their Orderly Room, Operations, Engineering and Supply Rooms. This was done by giving them the old base theater for their supplies and the room vacated by Wing Intelligence for an Orderly Room and Operations Section.

The outstanding problem is a proper A & E building. This problem has been cited in previous historcial reports with various degrees of action. During July plans were made to divert funds from the proposed OQ range and the aircraft wash rack in order to modify Hanger 1209 into a suitable A & E dust-free, air condition shop. These plans were sent to Second Air Force for study and approval. 35/

LOGISTICS

During July the Logistics Section devoted many manhours to study and research of various publications and reference material pertaining to B-47 and KC-97 type aircraft. 36/

From a Logistics planning standpoint, personnel and materiel differences as compared with the standard B-29 Bomb Wing (M) are of a nature which will warrant numerous changes in developing a new Mobility Plan. To minimize the problems when initial planning begains, request was submitted through higher headquaretrs for courtesy copies of Mobility Plans from each of the Wings stationed at MacDill,AFB. These planscould prove of great value for reference and study purpose in as much as their information is no doubt the result of tried and tested processes over a period of many months. 37/

In preparation for conversion the Logistic Section reproduced all Tables of Organization for a B-47 Wing. It also reproduces for information of all units a number of memorandum notes on B-47 conversion

35/ History, Dir Mat for July 53, 308 BW Historcial Files
36/ Ibid
37/ Ibid

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problems by the Director of Materiel of the 305th Bomb Wing (B-47) at MacDill AFB, Florida. 38/

MAINTENANCE

The 308th Bomb Wing for the month of July was scheduled to fly 758:00 hours. The Wing flew 531:55 operational and 173:05 hours test hops and ferrying which required 31,883 manhours of maintenance, on an average of 55.6 manhours per one hour of flying time. The average fuel consumption for July was 322 gallon per hour as the Wing consumed 227,610 gallons in flying 705:00 hours. This time includes missions, test hops and ferrying time. 39/

During July, three aircraft were returned from "On Top" modification and two aircraft were dispatched to the depot for Elevator Over Balance Modification. Sixteen aircraft were sent to WRAMA for weight and balance service.

The Wing had twenty-seven aircraft assigned with twenty-four aircraft possessed. Of the possessed aircraft, 79% were in-commission and flew an average of twenty-nine hours per aircraft. 40/

There were a total of fourteen aborts of which twelve were due to material and two to maintenance. There were no radar aborts.

SUPPLY

The UR Section submitted thirty-three UR's for the month of July as compared to twenty-eight submitted in June. The outstanding difficulty for the month was with Fuel Interjection Pumps, as which six UR's were submitted.

38/ Table of Organization for B-47 Wing (Exhibit #10)
39/ History, Dir Mat for July 53, 308 BW Historical Files
40/ Ibid

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The AOCP rate for the month was 0% and AWFE's 1.3%.

The TOC rate at the end of July was 6.0 as compared to 8.4 at the end of June. The TOC and Record Section had at the last day of July nine TOC's outstanding as compared with ten outstanding on the first of the month. 41/

41/ History, Dir Mat for July 53, 308 BW Historcial Files

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CHAPTER

V

MISCELLANEOUS

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MORALE

During the month of July the morale of officer personnel remained high. This was attributed to the fact that schools were previously in standby status, and that officers were again on orders to attend these schools. Morale was also bolstered by the annoucement that the Air Refueling Squadron would be composed mostly of officers already assigned to this Wing. Airmen morale seemed to ascend as the next promotion quota date approched.

GROUND SAFTY

Four accidents occurred to 308th Wing personnel during July, two on duty and two off duty. An Airman of the 308th Field maintenance Squadron slipped and fell while installing a de-icer borth on a B-29 aircraft, causing a loss of three duty days.

An Airman of the 373d Bomb Squadron was injured when he either fell or was pushed against a parked auto while in a state of intoxication a loss of five duty days.

An Airman of the 375th Bomb Squadron was involved in an auto accident in town- a loss of one duty day.

Total cost to the Government for all the accidents was $488.00.

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KEY PERSONNEL

The following personnel occupied key positions within the Wing as of 31 July 1953.

Colonel Maurice A. Preston	Wing Commander
Colonel John F. Batjer	Deputy Wing Commander
Captain Charles R. Nelson	Wing Adjutant
Captain James O. Caton	Director of Personnel
Colonel James H. Thompson	Director of Operation
Colonel Ralph C. Jenkins	Director of Materiel
1st Lt. Robert V. Wing	Comptroller
Major Clifford L. Lundgren	Intelligence Officer
Captain Arthur H. Miller	Commanding Officer Headquarters Squadron
Major Edwin J. White	Commanding Officer 373d Bomb Squadron
Lt. Col. John O. Vick	Commanding Officer 374th Bomb Squadron
Major Coyd V. Wakeman	Commanding Officer 375th Bomb Squadron
Lt. Col. Ralph H. Schneck	Commanding Officer, 308th Field Maintenance Squadron
Major Charles E. Keenan	Commanding Officer, 308th Periodic Maint Squadron
Lt. Col. Vernon K. Cammack	Commanding Officer, 308th Armt & Elect Maint Squadron
Major Donald M. Kennett	Commanding Officer, 308th Medical Group
Lt. Col. Perry P. Menzies	Commanding Officer, 308th Air Refueling Squadron

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BIBLIOGRAPHY

1. Wing Classified Files
2. Wing Central Files
3. History of the Directorate of Personnel for July 1953
4. History of the Directorate of Operations for July 1953
5. History of the Directorate of Materiel for July 1953
6. History of the 373d Bomb Squadron
7. History of the 374th Bomb Squadron
8. History of the 375th Bomb Squadron
9. History of the 308th Field Maintenance Squadron
10. History of the 308th Periodic Maintenance Squadron
11. History of the 308th Armament & Electronics Maintenance Squadron
12. History of the 308th Air Refueling Squadron
13. History of the 308th Medical Group
14. Minutes of Staff Conference Meeting

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LIST OF EXHIBITS

1. 308 BW, Gen.Order 40, 28 Jul 53
2. 308 BW, Wg Reg 205-1A, 15 Jul 53
3. 308 BW, Wg Policy 1, 31 Jul 53
4. Ops Plan 203-53, Hq 308th Bomb Wing, 20 Jul 53
5. Ops Order 61-53, Hq 308th Bomb Wing, 8 Jul 1953 w/ Admendment 1, 10 Jul 53
6. Schedule, "July Master Ground Training Schedule", Dir Opns, 308th Bomb Wing, 25 Jun 53
7. Sketch, "Floor Plan" 308th Intelligence".
8. Minutes of meeting regarding conversion items of interest to 2nd and 308th Bomb Wings.
9. R&R from Lt Colonel Schneck regarding relocation of 308th FMS Facilities.
10. Table of Organization for B-47 Wing
11. History, 373d Bombardment Squadron for July 1953
12. History, 374th Bombardment Squadron for July 1953
13. History, 375th Bombardment Squadron for July 1953
14. History, 308th Field Maintenance Squadron for July 1953
15. History, 308th Periodic Maintenance Squadron for July 1953
16. History, 308th Armt & Elect Maintenance Squadron for July 1953
17. History, 308th Air Refueling Squadron for July 1953
18. History, 308th Medical Group for July 1953

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 40)

28 July 1953

STAFF ASSIGNMENTS

1. COLONEL JOHN F. BATJER, 1328A, this headquarters, is assigned as Deputy Commander, 308th Bombardment Wing, Medium, effective 27 July 1953, vice COLONEL JAMES H. THOMPSON, 4023A, this headquarters, relieved.

2. COLONEL JAMES H. THOMPSON, 4023A, this headquarters, is assigned as Director of Operations, 308th Bombardment Wing, Medium, effective 27 July 1953, vice LIEUTENANT COLONEL FRANCIS E. WINGET, 6296A, this headquarters, relieved.

3. LIEUTENANT COLONEL FRANCIS E. WINGET, 6296A, this headquarters, is assigned as Deputy Director of Operations, 308th Bombardment Wing, Medium, effective 27 July 1953, vice MAJOR JOHN F. TURNBULL, 7673A, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

DISTRIBUTION
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plus
3 - Hq USAF, Attn: Col Asgmt Br
3 - Hq SAC, Attn: Col Asgmt Br
3 - Hq 2AF

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WING REGULATION)
NUMBER 205-1A)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
15 July 1953

2

SECURITY

(Wg Reg 205-1, 4 Jun 53, is amended as follows)

* * * * * * * * * * * *

3. Authority to Classify and Downgrade.

a. Top Secret and Secret.

(1) TOP SECRET: Only those persons to whom authority has been delegated in writing by the Commander, Second Air Force, are authorized to classify material as Top Secret for and in the name of the Commander, Second Air Force.

(2) SECRET: When authorized in writing by the Wing Commander, and when granted a final Secret or Top Secret clearance, the following persons may classify matter as Secret by authority of the Wing Commander:

(a) Persons authorized in 3a(1) above.

(b) Director of Personnel.

(c) Director of Materiel.

(d) Executive Officer.

(e) Comptroller.

(f) Wing Adjutant.

(g) Commanders of all Squadrons.

* * * * * * * * * * * *

4. Marking of Classified Documents.

* * * * * * * * * * * *

b. All Secret and Top Secret documents (except letters of transmittal which do not contain information warranting such classification) will show the authority for classification, the last name of the classifying officer, and the date the classification is affixed. This information will be typewritten or stamped in the upper right hand corner on all copies of the document, with the exception of a permamently bound or a securely fastened document, which will be stamped on the front cover and first page only. The following is an example:

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* * * * * * * * * * * *

6. Handling of Classified Material other than Target Material within this Headquarters:

* * * * * * * * * * * *

c. Top Secret:

* * * * * * * * * * * *

(6) Top Secret Material, except target material, will not be transferred from one staff agency or squadron to another. Material to be re-routed to another staff agency or squadron will be returned to the Wing Top Secret Control Officer accompanied by instructions for proper re-routing. Top Secret Material may be routed within a staff agency or squadron for necessary action or information only to those concerned. Upon completion of action or when formal action is not necessary, the responsible agency will return Top Secret Material to the Top Secret Control Officer for further processing or file with "Read Sheet"* (2AF Form 162) bearing signatures of all persons having knowledge of the document.

(7) Delete.

(8) Top Secret Material originating in this headquarters will be handled as follows:

(a) A "Read Sheet"* (2AF Form 162) will be prepared by the originating agency and attached to the material.

* * * * * * * * * * * *

d. Secret and Confidential:

(1) All Secret and Confidential material, except target material, will be received, processed, dispatched and routed by the Classified Documents Section, Office of the Wing Adjutant.

(a) A "Read Sheet"* (2AF Form 162A) will be prepared by the originating agency and attached to all SECRET material.

(b) All Secret and Confidential material originating in this headquarters will be delivered for processing to the Wing Classified Documents Section, by a person authorized in paragraph 6a above. One (1) file copy of all basic letters, indorsements, and inclosures will be retained by the Wing Classified Documents Section for ready reference by the staff agency having primary interest.

* Atchmt # 1 and 2 to Wg Reg 205-1 are obsolete and will be removed from the regulation and destroyed.

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Top Secret Material:

AUTH: CG, Second AF

DATE: 2 Jan 58

LAST NAME: Smith

Secret Material:

AUTH: CO, 308th Bomb Wi

DATE: 1 Jan 57

LAST NAME: Jones

* * * * * * * * * * * * *

g. Each copy of a document which contains information classified TOP SECRET will be numbered in series (number of pages within document and number of copies prepared) and will include a notation or statement (in the text or typewritten or stamped in lower right hand corner of document) substantially in one of the following forms, as appropriate. (Messages prepared for electrical transmission need not include a statement within the text)

(1) Reproduction of this document in whole or in part is prohibited except with the permission of the office of origin.

(2) Reproduction of paragraph(s) _____ of this document is prohibited except with the permission of the office of origin.

(3) Reproduction of this message in whole or in part is prohibited without approval of _____ (insert designated officer, normally the head of the section) (for incoming messages)

h. Each copy of a document which contains information classified SECRET, including messages, other correspondence, film, and photographs, will be numbered in series (number of pages within document and number of copies prepared) and will include a notation or statement (in the text or typewritten or stamped in lower right hand corner of document) substantially in one of the following forms, as appropriate. (Messages prepared for electrical transmissi need not include a statement within the tex)

(1) Same as 4g(1) and (2).

(2) Reproduction and numbered distribution in local series authorized when total additional distribution list is furnished the office of origin. (Not applicable in the case of registered documents or in the case of SECRET documents which contain planning or program data determined by the originating authority to reflect policy of the Air Force or the Department of Defense. With respect to these documents one of the notations indicated in 4g(1) and (2) above will be used)

(3) Same as 4g(3).

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(c) All Secret and Confidential Material originated or received by agencies or units of this wing will be controlled by a receipt, using DD Form 278A. This form will be processed in the same manner as in paragraphs 6c(8)(e)1 and 2 above.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

DISTRIBUTION:
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WING POLICY)

MBER 1)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
31 July 1953

3

BARRACKS INSPECTION
(Supersedes Wing Policy 9, dtd 3 Nov 52)

1. The purpose of this policy is to provide for regular inspection of barracks assigned to units of this Wing as a basis for awarding point in the "Maintenance of Barracks" category of the Wing Administrative Rating System.

2. Inspection:

a. The Wing Adjutant will designate one officer each week from the Headquarters Squadron as Wing Barracks Inspection Officer.

b. The Barracks Inspection Officer will inspect one barracks in each Squadron at some time during the week. Inspections will be conducted between the hours of 0800 to 1100. Inspecting Officer will use a barracks inspection check sheet (Incl 1 to this Policy).

c. During inspections, Inspection Officers will make entries on barracks inspection check sheet only if discrepancies are noted.

d. Inspection check sheets will be turned in to the Wing Adjutant not later than 1500 hours on Friday of the week in which Barracks Inspector was detailed. The Wing Adjutant will forward inspection sheets to the Wing Comptroller for entry in the Wing Rating System.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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1 Incl:
Inspection Check Sheet

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CHECK LIST

Administrative Rating
Maintenance of Barracks and Squadron Area

Date_____

_____
(Unit)

I. Number of beds not properly made. TOTAL NUMBER_____
1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

II. Number of [illegible] without [illegible] or [illegible] ties or ties. TOTAL NUMBER_____
1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

III. Number of airmen whose personal items are not arranged in an orderly manner. TOTAL NUMBER_____
1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

IV. Number of airmen whose shoes are not shined. TOTAL NUMBER_____
1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

V. Check latrine for cleanliness.
1. Wash basins. 2. Floors. 3. Shower.
4. Mirrors & shelf. 5. Windows. 6. Drains
7. Toilets. 8. Urinals. 9. Wash tubs.
10. Light fixtures.

VI. General Appearance of barracks.
1. Clean walls. 2. Clean doors and windows. 3. Fire Extinguishers, clean and serviceable. 4. Stairs. 5. Clean light fixtures & vents.

VII. Barracks Bulletin Board.
1. Current information. 2. Duty Rosters. 3. Pictures of rooms for inspection. 4. A diagram of fire exists. 5. Presents a neat appearance.

VIII. Proper police of outside of building.
1. Ash cans. 2. Cleanliness of furnace room. 3. Unauthorized items in furnace room. 4. Loose or damaged screens. 5. Fire extinguisher in furnace room.

IX. Proper police of squadron area.
1. Grass cut. 2. Paper picked up. 3. Bottles. 4. Mops hung up. 5. Trash can area clean & orderly.

NOTE: Circle items to note discrepancies.
DO NOT MARK satisfactory items.

Incl # 1

_____
(Signature of Inspector)

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CHECK LIST

Administrative Rating
Maintenance of Barracks and Squadron Area

Date_____

_____
(Unit)

I. Number of beds not properly made. TOTAL NUMBER_____
1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

II. Number of bunks without tags or name plates on locc.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10. TOTAL NUMBER_____

III. Number of airmen whose personal items are not arranged in an orderly manner.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10. TOTAL NUMBER_____

IV. Number of airmen whose shoes are not shined.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10. TOTAL NUMBER_____

V. Check Laterine for cleanliness.
1. Wash basin. 2. Floors. 3. Shower.
4. Mirrors & shelf. 5. Windows. 6. Drains
7. Toilets. 8. Urinals. 9. Wash tubs.
10. Light fixtures.

VI. General Appearance of barracks.
1. Clean walls. 2. Clean doors & windows. 3. Fire Extinguishers, clean and serviceable. 4. Stairs. 5. Clean light fixtures & vents.

VII. Barracks Bulletin Board.
1. Current information. 2. Duty Rosters. 3. Pictures of rooms for inspection. 4. A diagram of fire exists. 5. Presents a neat appearance.

VIII. Proper police of outside of building.
1. Ash cans. 2. Cleanliness of furnace room. 3. Unauthorized items in furnace room. 4. Loose or damaged screens. 5. Fire extinguisher in furnace room.

IX. Proper police of squadron area.
1. Grass cut. 2. Paper picked up. 3. Bottles. 4. Mops hung up. 5. Trash cans area clean & orderly.

_____
(Signature of Inspector)

NOTE: Circle items to note discrepancies.
DO NOT MARK satisfactory items.

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CHECK LIST

Administrative Rating
Maintenance of Barracks and Squadron Area

_____ Date_____
(Unit)

I. Number of beds not properly made. TOTAL NUMBER_____
1, 2, 3, 4, 5 6, 7, 8, 9, 10.

II. Number of bunks without mops or name plates on door.
1, 2, 3, 4, 5 6, 7 8, 9, 10. TOTAL NUMBER_____

III. Number of airmen whose personal items are not arranged in an orderly manner.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10. TOTAL NUMBER_____

IV. Number of airmen whose shoes are not shined.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10. TOTAL NUMBER_____

V. Check latrine for cleanliness.
1. Wash basin. 2. Floors. 3. Shower.
4. Mirrors & shelf. 5. Windows. 6. Drains
7. Toilets. 8. Urinals. 9. Wash tubs.
10. Light fixtures.

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VIII. Proper police of outside of building.
1. Ash cans. 2. Cleanliness of furnace room. 3. Unauthorized items in furnace room. 4. Loose or damaged screens. 5. Fire extinguisher in furnace room.

IX. Proper police of squadron area.
1. Grass cut. 2. Paper picked up. 3. Bottles. 4. Mops hung up. 5. Trash can area clean & orderly.

NOTE: Circle items to note discrepancies.
DO NOT MARK satisfactory items.

_____
(Signature of Inspector)

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
20 July 1953

OPERATIONS PLAN

NUMBER 203-53

CHARTS AND MAPS:

1. World Aeronautical Charts: 409, 466, 467, 408, 407, 406.
2. Roswell and Alberquerque Sectional Aeronautical Charts.
3. Current Radio Facility Charts.
4. Current USAF Pilot's Handbook for East US and West US.

4

TASK ORGANIZATIONS:

373rd Bombardment Squadron	Major White
374th Bombardment Squadron	Lt. Col. Vick
375th Bombardment Squadron	Major Wakeman
308th Armament and Electronics Squadron	Lt. Col. Cammack
308th Field Maintenance Squadron	Lt. Col. Schneck
308th Periodic Maintenance Squadron	Captain Misenheimer
308th Medical Group	Major Kennett
308th Headquarters Squadron	Captain Miller

1. GENERAL SITUATION: Hunter Air Force Base is geographically located within the hurricane danger zone. Air Force Regulation 55-4 and Headquarters Flight Service Letter FSA3 307.05, Subject: "Hurricane Evacuation" and 38th Air Division Operations Plan 203-53 contain the authority for the developement of a Hurricane Plan. This plan does not alter the current Severe Weather Plan, Operations Order 114-53, but supplements it.

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a. Intelligence: Omitted.

b. Friendly Forces:

(1) Headquarters Flight Service:

(a) Designates suitable refuge airports for all aircraft assigned to Hunter Air Force Base.

(b) Prepares and disseminates joint military Hurricane Evacuation Plan.

(c) Recommends evacuation to Base Commander when advisable.

(d) Issues NOTAMS closing areas within the hurricane danger zone.

(2) Kirtland Air Force Base, New Mexico.

(a) Hurricane Refuge Base for 26 aircraft.

(3) Walker Air Force Base, New Mexico.

(a) Hurricane Refuge Base for aircraft in excess of 26.

(4) 804th Air Base Group.

2. MISSION: To preserve the 308th Bombardment Wing, it's personnel, it's aircraft and other equipment from damage from hurricanes.

3. TASKS FOR SUBORDINATE UNITS:

a. Conditions of Readiness Prescribed for Hurricanes:

(1) In conformance with the terminology as established by Headquarters Flight Service and as used by the joint military forces the following definitions of Hurricane Weather conditions will apply. The detailed actions to be taken under each of these conditions will be identical with the measures itemized in 308th Bombardment Wing Operations

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Order 114-53, the Severe Weather Plan. Rather than repeat these instructions, this plan merely designates the equivilent phase action to be taken for each Hurricane Condition.

(a) Seasonal Hurricane Condition and Hurricane Condition IV.

1. Definition of Hurricane Condition:

a. Seasonal Hurricane Condition: A normal condition of alertness during the annual hurricane season which is usually from 15 June to 15 November.

b. Hurricane Condition IV: When a tropical disturbance approaching hurricane strenth is reported in the Carribean Sea, in the Gulf of Mexico or in the West Indies Area the Commander, 38th Air Division will issue a Hurricane Condition IV Warning.

2. Action to be Taken: Under both the Seasonal Hurricane Condition and Hurricane Condition IV the instructions detailed in paragraphs 3a. and 3b. to Operations Order 114-53, Standing Protective Measures for a Phase I Period, will be complied with. Normal operations will continue.

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(b) Hurricane Condition III:

1. Definition of Hurricane Condition:

a. Hurricane Condition III: When the path of the hurricane assumes a definite pattern and winds of hurricane force are expected in the area of Hunter Air Force Base within 48 hours, the Commander, 38th Air Division will issue a Hurricane Condition III Warning.

2. Action to be taken: Under Hurricane Condition III the instructions detailed in Annex "A" to Operations Order 114-53, Specific Action To Be Taken For A Phase I Warning, will be complied with. Normal operations will continue on a modified scale.

(c) Hurricane Condition II:

1. Definition of Hurricane Condition:

a. Hurricane Condition II: When the track of the storm is definitely established and winds of hurricane force are expected in the area of Hunter Air Force Base within 24 hours, the Commander, 38th Air Division will issue a Hurricane Condition II Warning.

2. Action to be taken: Under Hurricane Condition II the instructions detailed in Annex "B" to Opera-

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tions Order 114-53, Phase II Preparations for Evacuation, will be complied with. Normal operations will be discontinued.

(d) Hurricane Condition I:

1. Definition of Hurricane Condition:

a. Hurricane Condition I: When wind velocities of hurricane force are an immediate threat to the area of Hunter Air Force Base, the Commander, 38th Air Division will issue a Hurricane Condition I Warning.

2. Action to be Taken: Under Hurricane Condition I the instructions detailed in Annex "C" to Operations Order 114-53, Phase III Evacuation Procedures and Refuge Bases, will be complied with. Actual evacuation may or may not be ordered. If evacuation of aircraft is ordered the hurricane refuge base or bases will be as given in Appendix 5 and 7 to Annex "C" and the route, altitude, altimeter settings, airspeed and other procedures to be followed enroute will be as given in Appendix 6 and 8 to Annex "C" to Operations Order 114-53

b. Tasks for Subordinate Units:

(1) All units will comply with the instructions given in Operations Order 114-53. Other than the difference in terminology and the items noted in paragraph 3x this plan is identical with the Severe Weather Plan, Operations Order 114-53.

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(2) For compliance with paragraph 3f(13) of Operations Order 114-53 the Director of Operations will designate a Refuge Base Control Officer for the Hurricane Refuge Base or Bases. This officer will also be known as the Hurricane Liaison Officer. His duties are detailed in Operations Order 114-53.

x. General Instructions:

(1) The determination of a Hurricane Warning is based on advisories from the Hurricane Warning Center at Miami, Florida. These warnings will be disseminated as detailed in Operations Plan 250-53, the Unit Notification Plan.

(2) The decision to evacuate will be made by the Commander, 38th Air Division.

(3) If the assigned refuge base is impractical, the 38th Air Division Director of Operations will contact Maxwell Flight Service and request alternate refuge bases.

(4) The 38th Air Division Director of Operations will coordinate with Maxwell Flight Service Center on all temporary changes or deviations from the master plan.

(5) The 38th Air Division Director of Operations will forward all changes of a permanent nature direct to Headquarters Flight Service Center. This will include irregularities, recommendations for improvement, changes in the number and type of aircraft, etc.

(6) Upon notification from the Base Commander that the base is in condition to receive returning aircraft, wing and group commanders will order the return of their evacuated aircraft.

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(7) Flight plans for all evacuating aircraft will be filed with the appropriate Flight Service Center and should contain the prefix "HUREV" (Remarks Section: "Hurricane Evacuation Flight".)

(8) Annex "D" to Operations Order 114-53, Reports, will apply to all subordinate units.

(9) This plan replaces the 308th Bombardment Wing Hurricane Plan dated 10 October 1952, and Tab 1 to Chapter IV, Operations Order 201-52, dated 10 October 1952, both of which will be destroyed in accordance with applicable regulations.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. The instructions in paragraph 4 to Operations Order 114-53 will apply to all subordinate units.

b. The following will be accomplished by units of the 804th Air Base Group in compliance with paragraph 4 of the 38th Air Division Operations Plan 203-53.

(1) Base Hospital will effect emergency standby for casualty assistance and will man and operate predesignated first aid stations.

(2) Air Provost Marshal will establish such procedures as are necessary to insure adequate security for safeguarding materials and supplies and insuring orderly control of traffic during operations and evacuation.

(3) Air Installations Officer will take action to minimize damage to real property and government equipment. He will be prepared to assess damages and effect necessary repairs as soon as possible after the hurricane has passed.

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(4) Food Service Officer will be prepared to establish emergency Field kitchens and issue emergency rations.

(5) Supply Squadron Commander will take necessary action to minimize hurricane damage of all equipment under his jurisdiction. The Base Accountable Officer will be prepared to make emergency issue of necessary property to organizations and victims of the hurricane.

(6) Communications Officer will be prepared to man and operate all types of communication equipment necessary to establish contact with this area.

(7) Staff Transportation Officer will be prepared to procure, mobilize, and assign additional transportation (military, civilian, and commercial) when directed by the Commander, 804th Air Base Group.

(8) Motor Vehicle Squadron Commander will take necessary action to minimize hurricane damage to assigned government motorized equipment. He will maintain control of all motorized equipment and will assign vehicles to organizations as required.

5. COMMAND AND COMMUNICATIONS MATTERS: See paragraph 5 to 308th Bombardment Wing Operations Order 114-53.

M. A. PRESTON
Colonel, USAF
Commander

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COMDR, 374TH BS	3	Cys #26 thru 28
COMDR, 375TH BS	3	Cys #29 thru 31
COMDR, 308TH A & E SQ	3	Cys #32 thru 34
COMDR, 308TH FLD MAINT SQ	3	Cys #35 thru 37
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OFFICIAL:

FRANCIS E. WRIGHT
Lt. Colonel, USAF
Director of Operations

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By Authority Of The Commanding Officer 308th Bombardment Wing
8 July 53

HEADQUARTERS 308TH BOMBARDMENT WING, M
Hunter Air Force Base
Savannah, Georgia
8 July 1953

OPERATIONS ORDER

NUMBER 61-53

CHART AND MAP REFERENCES:

a. WAC: 409, 410, 357.

b. Long Range: 21(S) East U.S., V30-22.

c. Loran: VL 30-22.

d. Radio Facility Charts: North Atlantic and East Canada, United States.

5

TASK ORGANIZATIONS:

373rd Bombardment Squadron	Major White
374th Bombardment Squadron	Lt. Col. Vick
375th Bombardment Squadron	Major Makeman
308th Armament and Electronics Squadron	Lt. Col. Cammack
308th Field Maintenance Squadron	Lt. Col. Schneck
308th Periodic Maintenance Squadron	Capt. Misenhemier

1. GENERAL SITUATION: A requirement exists for exercising SAC, ADC and RCAF-ADC units through a joint training maneuver.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) MATS:

(a) Provide necessary Air Sea Rescue facilities.

(2) 804th Air Base Group.

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(3) Detachment 4, 26th Weather Squadron.

2. MISSION: On 11 July aircraft of this wing will fly the routes designated in Annex "B" to this Operations Order to provide training for SAC and ADC. This wing will act as a diversionary force for simulated strikes on various targets in the United States and Canada.

3. TASK FOR SUBORDINATE UNITS:

a. 373rd, 374th and 375th Bombardment Squadrons.

(1) Execute the diversionary mission outlined in Annex "B".

(2) Provide necessary combat crews, aircraft and equipment to perform this mission.

b. 308th Armament and Electronics Squadron, 308th Field Maintenance Squadron and 308th Periodic Maintenance Squadron.

(1) Support this mission with personnel and equipment as required.

x. GENERAL INSTRUCTIONS:

(1) "E" Day is 9 July 1953; all times will be Zebra time.

(2) The 308th Bombardment Wing will execute raid 12 on E+2 11 July 1953. This wing is participating as one of the forces in Phase 1. "H" hour for the 11th of July is 06:00Z or 0100 EST.

(3) Possible 24 hour delay of this strike due to weather conditions will be determined between SAC and ADC on E+1.

(4) Aircraft running lights will be on during hours of darkness.

(5) During hours of darkness all aircraft will flash navigation lights off and on upon detection of an interceptor aircraft. In addition; identification procedures contained in current editions of JANAP 158 will be implemented by use of the Aldis Lamp.

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(6) To maintain an element of surprise at the EW and GCI sites dates, altitudes and time that SAC aircraft will penetrate defense areas will not be divulged to TAC or ADC units.

(7) In event of an unforeseen emergency, exercise will terminate by use of code word "DRAWTUBE". Air Defense units will require appropriate ground stations to transmit applicable code preceeded by the word "emergency" on 121.50 or 243.00 mcs. Strike aircraft will request authentication word "BATHOMETER" from station and upon receipt of same, will alter flight from restricted or heavily populated areas and proceed to home stations.

(8) No airborne spares will be permitted.

(9) All participating aircraft will be marked with a red colored stripe three feet wide around the fuselage forward of Vertical Stabilizer.

(10) IFF will not be operated except for emergencies.

(11) The Director of Operations will submit one transparent copy of a route overlay to Headquarters SAC, Attn: DOPLT not later than E minus 2 and one transparent copy to Headquarters 2nd Air Force, Attn: 2AF00. Each overlay will be to scale of SP-7 Chart and will contain planned route including altitudes and turns, climb and let-down points and coordinates thereof.

(12) Fighter pilots of other commands will meet criteria prescribed in SAC Reg 50-22. Inexperienced pilots will not participate. Those not meeting criteria in full, but otherwise qualified to participate may make a surveillance approach only breaking off attacks at a distance of not less than 1000 feet.

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(13) PIO: No release will be made by any SAC agency. If queried, news media will be referred to PIO Headquarters ADC. No change will be made in general policy that it has long been standard procedure to cooperate with U.S. and Canadian Air Defense units for purpose of gaining mutual training on a routine basis. All public relations will be handled by PIO, Air Defense Command. Preliminary releases and releases made during and after the exercise will be the responsibility of that command.

(14) Control point timing is of utmost importance in the execution of this operation. Units will plan and execute their participation accordingly.

(15) Headquarters SAC will be responsible for all necessary CAA coordination for participating units of this command. The E+2 AM phase will be conducted during hours of darkness and will be flown in accordance with special provisions made by Headquarters SAC with CAA and Headquarters USAF. Flight plans for the E+2 AM strike and the special E+3 AM strike on the East Coast will not be required by CAA 72 hours in advance. Further instructions will be forthcoming.

(16) Where instrument conditions prevail below 20,000 feet in target or "Unfriendly" areas, ECM will not be conducted.

(17) Procedures for contacting CAA by units concerned prior to conducting ECM will be as prescribed in Annex "B", Appendix 4.

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4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Each Squadron Engineering Officer will submit actual reservice figures to the Director of Operations, Plans Section within 24 hours of landing.

b. A minimum of 2 AN/URC-4's will be carried in each compartment on all aircraft.

M. A. PRESTON
Colonel, USAF
Commanding

Annex "A" - Intelligence

Annex "B" - Air Operations

Appendix 1 - Navigator's Flight Plan Common Route to Point Whiskey

Supplement 1 - Portion of Navigators Flight Plan for Raid 12A

Supplement 2 - " " " " " " " 12B

Supplement 3 - " " " " " " " 12C

Supplement 4 - " " " " " " " 12D

Supplement 5 - " " " " " " " 12E

Supplement 6 - " " " " " " " 12F

Supplement 7 - " " " " " " " 12G

Appendix 2 - Flight Engineer's Flimsy

Supplement 1 - Flight Engineer's Flight Plan

Appendix 3 - Communications Flimsy

Appendix 4 - ECM Flimsy

Appendix 5 - Schedule

308th BW 00 61-53
8 July 1953

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308th Dir of Opns, Cont Rm	1	Cy #10
308th Dir of Opns, Intel	1	Cy #11
308th Dir of Mat	1	Cy #12
Wing Historian	5	Cys #13 thru 17
COMDR 373rd BS	1	Cy #18
COMDR 374th BS	1	Cy #19
COMDR 375th BS	1	Cy #20

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FRANCIS E. WINGET
Lt. Col., USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
8 July 1953

ANNEX "A"

TO

OPERATIONS ORDER NUMBER 61-53

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation: Simulated "enemy" territory for each of the forces taking part in this exercise is designated in Annex "B".

b. Enemy Order of Battle:

(1) Reference Intelligence Brief No. 158, Hq SAC, dated 1 April 1953, as amended. To be presented at general briefing.

(2) AAA - During this exercise 308th BW aircraft will not be flying over areas which will be actively defended by AAA.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) What are the strength, location, equipment, subordination, unit markings, and tactics of the ADC fighter interceptor units deployed in the US and Canada?

(2) Which units scrambled interceptors?

(3) To what Air Defense echelons are GCI stations assigned?

(4) What fighter units are controlled by each GCI station and what are the areas of responsibility of each station?

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(5) What procedure is used to detect, identify, and pass plots of intruder aircraft to GCI installations? What time lags are found in this system?

(6) Are aircraft forces other than Air Defense Command (ADC) used as interceptors (ANG, USN, RCAF, USMC, TAC) by ADC GCI controllers? How is this accomplished?

(7) What are the performance and recognition characteristics of interceptor aircraft employed?

(8) How aggressive are interceptor aircraft?

(9) What are the UHF and/or VHF radio signs of intercepting aircraft and GCI centers?

(10) What effect does weather have on effectiveness of intercepting aircraft?

(11) What effect does the dispensing of chaff have on the effectiveness of intercepting aircraft?

(12) What is the radar order of battle of the ADC?

(13) What radar signals are detected in areas where GCI centers are located?

(14) What evidence of attempted radio or radar jamming is noted? What are the characteristics of this jamming?

(15) Are any unusual radio or radar signals intercepted?

(16) What areas are actively defended by AAA? How are interceptors and AAA coordinated?

(17) Are searchlights employed?

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(18) Are there any indication of the use of air to air or ground to air guided missiles, launching sites, test ranges, or development and production centers?

(19) What are the airfield locations and size? What type and number of aircraft are parked and what degree of activity is noted?

(20) What evidence of troop concentration is noted?

(21) What evidence of shipping activity is noted?

(22) What are the locations and descriptions of possible atomic, biological, or chemical warfare centers, testing grounds, or development and production centers?

b. Means of Obtaining Information: The applicable listed EEI will be utilized in the general intelligence briefing for combat crews. Debriefing officers will use subject EEI as a guide in obtaining post-mission data from combat crew members.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Charts: As indicated in basic Operations Order.

b. Target Materials: Not required.

c. Measures for Handling Captured Documents, Equipment, etc: Omitted

d. Reports and Distribution:

(1) Aircraft landing at locations other than Hunter AFB will be considered as deployed aircraft and will submit only the B-3, if applicable, and C-9 reports required by SAC Manual 55-6. After submission of the C-9 report, aircraft will report as

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required for deployed aircraft per inclosure 8 to SAC Regulation 55-11, dated 22 May 1952, until arrival at Hunter AFB. C-9 reports will be classified Confidential.

(2) For purposes of this mission an aircraft is considered to be non-effective if it does not reach its briefed control point. If a non-effective aircraft lands at a base other than Hunter, the reason for non-effectiveness will be included in the C-9 report. If landing is to be made at Hunter, the 308th BW control room will be contacted while airborne, if possible, giving the time of turn back, place of turn back, altitude of turn back and reason for non-effectiveness. If the control room cannot be contacted while airborne it should be contacted immediately upon landing.

(3) C-2 - One primary and one alternate, or backup, aircraft will record weather data on the Pomar form. The forms will be picked up at the time the airplane is parked upon return to Hunter. If for some reason this cannot be accomplished the forms will be delivered immediately to the crew interrogation room by a member of the crew.

M. A. PRESTON
Colonel, USAF
Commanding

Distribution
(Same as Basic Order)

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CLIFFORD L. LUNDGREN
Major, USAF
Wing Intelligence Officer

Annex "A" to 308th BW OO 61-53
8 July 1953

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia
8 July 1953

ANNEX "B"

TO

OPERATIONS ORDER 61-53

1. MISSION DATA:

a. Total Distance: 1588 for Raid 12 Gulf.

b. Total Time: 08:47 for Raid 12 Gulf.

c. Fuel Load: 6590 gallons.

d. Landing Reserve: 2585 gallons.

e. Take off Gross Weight: 120,299 pounds.

f. Critical Terrain: None above 1000 feet.

g. Equipment needed:

(1) Loran set.

(2) AP-13 - Set for Beacon.

(3) ECM as specified in App 4.

2. PROHIBITED AND DANGER AREAS:

a. W160, W157, W132, W177, W122. Note: W72 and W108 will be entered by special arrangement.

3. EMERGENCY FIELDS.

a. Primary: SAC Bases; None.

b. Secondary: Any Air Force Base; Langley AFB, Andrews AFB, Cherry Point MCAS, Elizabeth City CGAS, Chincoteague NAAS.

4. PROCEDURE FOR TAKE OFF:

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a. VFR - All aircraft will take off and track outbound for 4 minutes and return to Savannah Radio Cone and then track direct to the Savannah Light Ship.

b. IFR - Take off will be at the prescribed interval:

(1) Take off on 09: Aircraft will remain below 2000 feet on a direct course over Savannah Beach. To Savannah Beach, aircraft will climb to assigned altitude on a direct course to Savannah Light Ship and thence to Isle of Palms (Point Zulu).

(2) Take off on 27: Aircraft will level off at 1000 feet; turn left to roll out over the Richmond Hill Fan Marker; proceed directly to Savannah Beach remaining below 2000 feet. Over Savannah Beach, aircraft will climb to assigned altitude on a direct course to Savannah Light Ship and thence to Isle of Palms (Point Zulu).

(3) If at all possible aircraft will remain VFR long enough to cross Amber 7 Airway.

c. Take off interval will be varied as indicated below:

ACFT NO.	A/C	RAID NO:	TAKE OFF TIME	INTERVAL
	Donnelly	12 Golf	21:41 EST	
	Cothran	12 Foxtrot	21:47 EST	6 minute
	Bailey	12 Echo	21:55 EST	8 minute
	Follows	12 Delta	22:03 EST	8 minute
	Schobert	12 Coca	22:06 EST	3 minute
	Wright	12 Bravo	22:12 EST	6 minute
	Nichols	12 Alfa	22:17 EST	5 minute

Annex "B", 308th BW OO 61-53
8 July 1953

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5. ROUTE AND ALTITUDE:

a. Route: All aircraft will fly direct from the Savannah Radio Cone to the Savannah Light Ship. Altitude should be reached during the 10 minute take off pattern. Aircraft will fly at individual altitudes in a block from 3000 to 5000 feet. All altimeters will be set to 29.92 over Savannah Cone and pressure altitude will be flown for the remainder of the mission. All aircraft will proceed:

From	Savannah Light Ship	To	Isle of Palms (Zulu)
From	Point Yankee	To	Smelt (Extra)
From	Point Extra	To	(34-14N 73-21W) Start of Climb
From	Start of Climb	To	Level off at 12000 or 12500
From	Level Off	To	Point Whiskey (34-40 72-30)
From	Point Whiskey	To	Individual Turning Point
From	Turning Point	To	Individual Control Point

From Individual Control Point continue on same track for 15 minutes, perform fast descent of 9000 feet at 3000 feet per minute, turn 180° to the left (½ needle width), withdraw on a reciprocal course for 20 nautical miles and begin climb to individual return altitude and proceed:

From	Level Off	To	Individual Turning Point
From	Individual T.P.	To	Point Whiskey
From	Point Whiskey	To	Point Extra
From	Point Extra	To	Point Yankee
From	Point Yankee	To	Point Zulu
From	Point Zulu	To	Hunter AFB

Annex "B", 308th BW OO 61-53
8 July 1953

SECURITY INFORMATION

2D AF BARKSDALE AFB, LA JUNE 51

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Let down instructions can be requested from Savannah Control after passing Point Zulu, but radio contact will not be established with any ground station prior to that time, except in an emergency and as noted in Appendix 3, Communications.

b. Altitude:

RAID NO:	TIME INTERVAL TO PT WHISKEY	SAVANNAH TO 1ST CLIMB	PT WHISKEY TO DESCENT	END OF DESCENT	RETURN
12 Gulf		5000	12000	3000	10500
12 Foxtrot	6	4000	12500	3500	12500
12 Echo	8	3000	12000	3000	11500
12 Delta	8	4500	12500	3500	13000
12 Coca	3	3500	12000	3000	12000
12 Bravo	6	5000	12500	3500	11000
12 Alfa	5	4000	12000	3000	13500

6. FAST DESCENT: The fast descent which will be started 15 minutes beyond the Control Point will be made at an indicated airspeed of 270 MPH. This should establish a rate of 3000 feet per minute. Engines should be at minimum 1400 RPM and 15 inches of manifold pressure for the descent. Experimental descents show that cooling of engines is not a safety hazard and that level off can be made in 500 feet. Based on these experiments level off should be initiated at 4000 or 3500 feet depending on the assigned altitude for the end of the descent. Aircraft will be trimmed as cleanly as possible. Neither landing gear or flaps will be lowered. Aircraft Commanders will check all crew members and passengers for colds and sinus at least 24 hours in advance of take off to prevent injury to personnel from the rapid pressure change during descent.

2D AF BARKSDALE AFB, LA. JUNE 5

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7. EMERGENCY PROCEDURE:

a. Runway aborts: All runway aborts will clear the active runway as quickly as possible. Behold Control will be contacted in the event of hydraulic failure and a tug requested.

b. Take Off Aborts: Notify Behold Control of the emergency and the action contemplated as soon as possible.

c. Post Take Off Aborts: Notify Behold Control of the emergency and the action contemplated as soon as possible. If possible aircraft will: first, orbit the field until after the last takeoff; second, land at Hunter as directed by the tower.

d. Enroute Emergencies:

(1) Notify the nearest Behold aircraft.

(2) Descend to 10500 feet and alter course to home base or to nearest emergency field.

(3) See Air Sea Rescue in Appendix 3.

8. VHF CHANNELIZATION:

CHANNEL	FREQ MC	SERVICE
A	R 135.00 T 135.90	(P) CAA Airways
B	126.18	(P) Control Towers (USAF)
C	137.88	(P) Military Flight Service (S) CGA Search Control
D	121.50	(P) International Emergency (P) Oceanic Weather Ships (S) GCA Final Approach Control
E	133.56	(P) Interplane (P) Behold Control

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CHANNEL	FREQ MC	SERVICE
F	138.42	(P) Hunter Tower
G	136.80	(P) GCA Search Control
H	134.10	(P) GCA Final Approach Control

9. In the event of A & E equipment failure aircraft will contact "Behold A & E" on VHF channel 4ch. (133.56) during approach to Hunter.

10. REQUIREMENTS:

a. Make control times and control points good. Both General LeMay and General Armstrong have expressed a particular desire that "control times be exactly adhered to".

b. Execute fast descent as outlined.

c. Dispense Chaff and perform Electronic Jamming.

d. Collect essential elements of information for intelligence.

e. Perform a practice night celestial leg from level off after the Second Climb to Point Zulu.

f. Crew members will be responsible for the following reports:

(1) Aircraft Commanders:

(a) C-8 - As instructed at A/C's Specialized Briefing.

(b) C-9 - If aircraft lands at any base other than Hunter Air Force Base.

(2) Navigators:

(a) Route Overlay - As instructed at Navigators Specialized Briefing.

(b) C-4 - If any observations are made by any crew members.

(3) Bombardiers

(a) Radar

Annex "B", 308th SW OO 61-53
8 July 1953

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20 AF BARKSDALE AFB, LA JUNE 51

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(4) Radar Operators:

(a) F-5 - If scope jamming is encountered.

(5) Flight Engineers:

(a) H-2

(6) Radio - ECM operators:

(a) F-3 - As instructed at Radio Operators Specialized Briefing.

(7) CFC Gunners:

(a) H-5 - As instructed at Gunners Specialized Briefing.

(b) P-10 - As instructed at Gunners Specialized Briefing.

(8) Emergency reports as the circumstances dictate:

(a) B-3 - Flash "Hot New" report.

(b) B-4 - Aircraft distress report.

11. All aircraft commanders will comply with Wing Regulation 55-6, dated 27 October 1952. Crew members will be assembled by crews and 308th BW Form DO 859 will be completed prior to reporting for briefing. All crews will arrive at the Wing Briefing Room no later than 15 minutes prior to the scheduled briefing time.

12. All aircraft commanders will turn in form's F, clearances and loading lists at weather briefing

13. If IFR conditions exist at the fast descent point aircraft will not execute the descent as planned. If aircraft are above a ceiling they will descend in a fast descent and level off immediately "on top". If aircraft can not descent to an "on top" altitude they will penetrate to the briefed coordinates (Point Two), execute a 180° turn to the left; withdraw for 20 nautical miles and then climb or descend to their individual return altitude.

2D AF BARKSDALE AFB, LA. JUNE 51

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14. Aircraft commanders will call tower one (1) hour before takeoff and taxi, ten (10) minutes before takeoff or as instructed by the Tower Officer.

M. A. PRESTON
Colonel, USAF
Commander

APPENDICES:
App 1 - Navigator's Flight Plan Common Route to Point Whiskey
Supp 1 - Portion of Navigators Flight Plan for Raid 12A
Supp 2 - " " " " " " " 12B
Supp 3 - " " " " " " " 12C
Supp 4 - " " " " " " " 12D
Supp 5 - " " " " " " " 12E
Supp 6 - " " " " " " " 12F
Supp 7 - " " " " " " " 12G
App 2 - Flight Engineer's Flimsy
Supp 1 - Flight Engineer's Flight Plan
App 3 - Communications Flimsy
App 4 - ECM Flimsy
App 5 - Schedule

DISTRIBUTION:
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OFFICIAL:

FRANCIS E. WINGET
Lt. Col., USAF
Director of Operations

Annex "B", 308th B.W. OO 61-53
8 July 1953

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COMMON ROUTE TO POINT WHISKEY — NAVIGATION FLIGHT PLAN

SHEET # 1
COMPUTATIONS MADE FOR PLANE: AIRCRAFT AT ALTITUDE OF: 5000'
DATE: 11 July 1953
OPERATIONS ORDER: 61-53(8July53)

CREW NO: _____ AIRCRAFT COMMANDER _____ PLANE NO: _____ NAVIGATOR _____

MAPS NEEDED: _____

T.O. From Hunter and proceed to Savannah Range

FROM	TO	T.C.	DIST.	TOTAL DIST.	ALTI-TUDE	TEMP.	MPH E.S	TAS (K)	NO WIND TIME ON LEG	NO WIND TIME EL/PD	WAC CHARTS	REMARKS
Savannah Radio	Savannah Light Ship 31-56N 80-40W	098	27	27	5000	-18	200	192	:03½	+:10 :13½		
Savannah Light Ship	Isle of Palms 32-48N 79-45W	040	69	96	5000	-18	200	192	+:02 :22	:42½		
Isle of Palms	East Charleston 32-26N 79-29W	109	69	165	5000	-18	200	192	+:02 :22	1:06½		
E. Charleston	Smelt 32-04N 77-16W	110	67	232	5000	-18	200	192	:21	1:27½		
Smelt	Start Climb 34-14N 73-21W	057	235	467	5000	-18	200	192	+:01 1:13	2:41½		
Start Climb	Whiskey 34-40N 72-30W	057	50	517	9650	-10	190	195	:15½	2:57		

App #1 to Annex "B", 308th B.W. OO 61-53
8 July 1953

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NAVIGATION FLIGHT PLAN

SHEET #_____ DATE: 11 July 1953

COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 ALFA OPERATIONS ORDER NUMBER: 61-53 (8 July 1953)

FROM	TO	T.O.	DIST.	TOTAL DIST.	ALTI-TUDE	TEMP.	EAS	TAS (K)	NO WIND ON LEG	TIME ELAPD	WAC CHARTS	REMARKS
NO WIND TIME AT WHISKEY 01:18½EST (06:18½Z)												
Point Whiskey 34-40N 72-30W	Alfa (C.P.) 35-20N 72-50W	301½	76½	594½	12000	∠6	200	214	:21½	∠2:57 3:18½		01-40E Control Point
Alfa	Alfa One 35-47N 74-46W	301½	53½	647	12000	∠6	200	214	:15	3:33½		
Alfa One	Alfa Two 35-56½N 75-06½W	301½	19	666	7500	∠13	270	268	:04	3:37½		
Alfa Two	Alfa Three 35-45½N 74-47W	121½	19	685	3000	∠22	200	185	∠:02 :06	3:45½		
Alfa Three	Alfa Four 35-16N 73-45W	120	59	744	10000	∠10	190	197	:18	4:03½		Start Climb
Alfa Four	Point Whiskey	120	71	815	13500	∠3	200	219	:19½	4:23		
Whiskey	Smelt	237	285	1100	13500	∠3	200	219	∠:01 1:18	5:42		
Smelt	East Charleston	290	67	1167	13500	∠3	200	219	:18½	6:00½		
East Charleston	Isle of Palms	289	69	1236	13500	∠3	200	219	:19	6:19½		
Isle of Palms	Hunter AFB	235	87	1323	13500	∠3	200	219	∠:02 :24	6:45½		

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NAVIGATION FLIGHT PLAN

SHEET #_____ DATE: 11 July 1953

COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 BRAVO OPERATIONS ORDER NUMBER: 61-53 (8 July 1953)

FROM	TO	T.C.	DIST.	TOTAL DIST.	ALTI-TUDE	TEMP.	IAS	TAS (K)	NO WIND TIME ON LEG	NO WIND TIME ELAPSD	REMARKS
NO WIND TIME AT POINT WHISKEY 01:13 EST (06:15Z)											
Point Whiskey 34-40N - 72-30W	Point Victor 35-00 - 72-20W	022	22½	540	12500	+5	200	216	+01 06	+2:57 3:04	
Point Victor	Bravo (C.P.) 35-45N - 73-30W	308	73	613	12500	+5	200	216	20	3:24	0140E Control Point
Bravo -	Bravo One 36-18N - 74-23W	308	54	667	12500	+5	200	216	15	3:39	
Bravo One	Bravo Two 36-30N - 74-41W	308	19	686	8000	+12	270	268	04	3:43	
Bravo Two	Bravo Three 36-17N - 74-28W	128	19	705	3500	+22	200	185	+02 06	3:51	
Bravo Three	Bravo Four 35-50N - 73-49W	127	45	750	8500	+11	190	192	14	4:05	
Bravo Four	Point Victor	127	82	832	11000	+8	200	211	23	4:28	
Point Victor	Point Whiskey	202	22½	854	11000	+8	200	211	06½	4:34½	
Point Whiskey	Smelt	237	285	1139	11000	+8	200	211	+01 1:21	5:56½	
Smelt	East Charleston	290	67	1206	11000	+8	200	211	19	6:15½	
East Charleston	Isle of Palms	289	69	1275	11000	+8	200	211	19½	6:35	
Isle of Palms	Hunter AFB	236	87	1362	11000	+8	200	211	25	7:00	

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NAVIGATION FLIGHT PLAN

SHEET #
COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 COCA OPERATIONS ORDER NUMBER: 61-53 (8 July 1953) DATE: 11 July 1953

FROM	TO	T.C.	DIST.	TOTAL DIST.	ALTITUDE	TEMP.	MAS	T.A.S (K)	O WIND TIME ON LEG	O WIND TIME HEADED	REMARKS
NO WIND TIME AT POINT WHISKEY 01.06½EST (06:06½Z)											
Point Whiskey	Point Union 35-12N - 73-05W	032	38	555	12000	+6	200	214	10½	+2:57 3:07½	
Point Union	Point Coca (C,P) 36-05N - 73-35W	313	77½	632	12000	+6	200	214	+01 22	3:30½	01:40E Control Point
Point Coca	Coca One 36-40N - 74-08W	313	53½	686	12000	+6	200	214	15	3:45½	
Coca One	Coca Two 36-54N - 74-27W	313	19	705	7500	+13	270	268	04	3:49½	
Coca Two	Coca Three 36-40N - 74-05W	132	19	724	3000	+22	200	185	+02 06	3:57½	
Coca Three	Coca Four 36-06N - 73-17½W	132	51	775	9700	+10	190	193	16	4:13½	
Coca Four	Point Union	132	79½	855	12000	+6	200	214	22	4:35½	
Point Union	Point Whiskey	212	38	893	12000	+6	200	214	10½	4:46	
Whiskey	Smelt	237	265	1178	12000	+6	200	214	+01 1:20	6:07	
Smelt	East Charleston	290	67	1245	12000	+6	200	214	19	6:26	
East Charleston	Isle of Palms	289	69	1314	12000	+6	200	214	19½	6:45½	
Isle of Palms	Hunter AFB	235	87	1401	12000	+6	200	214	24½	7:10	

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8 July 1953

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NAVIGATION FLIGHT PLAN

SHEET #_____

COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 DELTA OPERATIONS ORDER NUMBER: 61-53 (3 July 1953)

FROM	TO	T.O.	DIST.	TOTAL DIST.	ALTI-TUDE	TEMP.	TAS	TAS (K)	NO WIND TIME ON LEG	NO WIND TIME ELAPD	W.C. CHARTS	REMARKS
NO WIND TIME AT WHISKEY 01:03 EST (06:03Z)												
Point Whiskey	Point Tango 35-25N 71-55W	032	53½	571	12500	∠5	200	216	:15	∠2:57 3:12		
Point Tango	Delta (C.P.) 36-15N 73-05W	312	75	646	12500	∠5	200	216	∠:01 :21	3:34		014OE Control Point
Delta	Delta One 36-50N 73-56W	312	54	700	12500	∠5	200	216	:15	3:49		
Delta One	Delta Two 37-03N 74-14W	312	19	719	8000	∠12	270	268	:04	3:53		
Delta Two	Delta Three 36-49N 73-57W	131	19	738	3500	∠22	200	185	∠:02 :06	4:01		
Delta Three	Delta Four 36-13N 73-05W	131	55	793	9800	∠10	190	196	:17	4:18		
Delta Four	Point Tango	131	74	867	13000	∠4	200	218	:21	4:39		
Point Tango	Point Whiskey	212	53½	920	13000	∠4	200	218	:15	4:54		
Point Whiskey	Smelt	237	285	1205	13000	∠4	200	218	1:13½	6:12½		
Smelt	East Charleston	290	67	1272	13000	∠4	200	218	:18½	6:31		
East Charleston	Isle of Palms	289	69	1341	13000	∠4	200	218	:19	6:50		
Isle of Palms	Hunter AFB	235	87	1428	13000	∠4	200	218	:24	7:14		

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8 July 1953

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NAVIGATION FLIGHT PLAN

SHEET #

DATE: 11 July 1953

COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 ECHO

OPERATIONS ORDER NUMBER: 61-53 (8 July 1953)

FROM	TO	T.C.	DIST.	TOTAL DIST.	ALTI-TUDE	TEMP.	IAS	TAS (K)	NO WIND ON LEG	TIME ELAPD	REMARKS
NO WIND TIME AT POINT WHISKEY 00:55½ EST (05:55½Z)											
Point Whiskey	Point Sierra 35-35N - 71-40W	036	69½	587	12000	+6	200	214	19½	+2:57 3:16½	
Point Sierra	Echo (C.P.) 36-30N - 73-00W	310½	85	672	12000	+6	200	214	+01 24	3:41½	0140E Control Point
Echo	Echo One 37-04N - 73-51½W	310½	53½	725	12000	+6	200	214	15	3:56½	
Echo One	Echo Two 37-16N - 74-10W	310½	19	744	7500	+13	270	260	04	4:00½	
Echo Two	Echo Three 37-03N - 73-53W	129½	19	763	3000	+22	200	185	+02 06	4:08½	
Echo Three	Echo Four 36-33N - 73-06W	129½	48	811	8600	+11	190	192	15	4:23½	
Echo Four	Point Sierra	129½	90	901	11500	+7	200	213	25½	4:49	
Point Sierra	Point Whiskey	216	69½	971	11500	+7	200	213	19½	5:08½	
Point Whiskey	Smelt	237	285	1256	11500	+7	200	213	1:20½	6:29	
Smelt	East Charleston	290	67	1323	11500	+7	200	213	19	6:48	
E Charleston	Isle of Palms	289	69	1392	11500	+7	200	213	19½	7:07½	
Isle of Palms	Hunter AFB	235	87	1479	11500	+7	200	213	24½	7:32	

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NAVIGATION FLIGHT PLAN

SHEET #_____ DATE: 11 July 1953

COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 Foxtrot OPERATIONS ORDER NUMBER: 61-53 (8 July 1953)

FROM	TO	T.C.	DIST.	TOTAL DIST.	ALTI-TUDE	TEMP.	BAS	TAS (K)	NO WIND ON LEG	NO WIND TIME ELAPD	WAC CHARTS	REMARKS
NO WIND TIME AT WHISKEY 00:47EST (05:47Z)												
Point Whiskey	Point Romeo 35-45N - 71-20W	040	86	603	12500	+5	200	216	24	+2:57 3:21		
Point Romeo	Foxtrol (C.P.) 36-50N - 72-55W	310	100	703	12500	+5	200	216	+01 28	350		0140E 06:40Z Control Point
Foxtrot	Foxtrot One 37-24½N - 73-47W	310	54	757	12500	+5	200	216	15	4:05		
Foxtrot One	Foxtrot Two 37-37N - 74-06W	310	19	776	8000	+12	270	263	04	4:09		
Foxtrot Two	Foxtrot Three 37-23N - 73-48W	129	19	795	3500	+22	200	185	+02 06	4:17		
Foxtrot Three	Foxtrot Four 36-51N - 72-58W	129	52	847	9500	+10	190	195	16	4:33		
Foxtrot Four	Point Romeo	129	102½	950	12500	+5	200	216	28½	5:01½		
Point Romeo	Point Whiskey	220	86	1036	12500	+5	200	216	24	5:25½		
Point Whiskey	Smelt	237	285	1321	12500	+5	200	216	1:19	6:44½		
Smelt	East Charleston	290	67	1388	12500	+5	200	216	+01 18½	7:04		
East Charleston	Isle of Palms	289	69	1457	12500	+5	200	216	19	7:23		
Isle of Palms	Hunter AFB	235	87	1544	12500	+5	200	216	24	7:47		

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NAVIGATION FLIGHT PLAN

EET #

DATE: 11 July 1953

COMPUTATIONS MADE FOR PLANE: AIRCRAFT 12 Golf

OPERATIONS ORDER NUMBER: 61-53 (8 July 1953)

FROM	TO	T.C.	DIST.	TOTAL DIST.	ALTITUDE	TEMP.	R.S	T.A.S (K)	NO WIND TIME ON LEG	NO WIND TIME ELAPD	REMARKS
NO WIND TIME AT POINT WHISKEY 00:41EST ((05:41Z)											
Point Whiskey	Point Quebec 35-55N - 71-10W	040	100	617	12000	+6	200	214	28	+2:57 3:25	
Point Quebec	Golf (C.P.) 37-15N - 72-40W	318	108	725	12000	+6	200	214	+01 30	3:56	0140E Control Point
Golf	Golf One 37-55N - 73- 26W	317	53½	779	12000	+6	200	214	15	4:11	
Golf One	Golf Two 38-07N - 73-42W	317	19	798	7500	+13	270	268	04	4:15	
Golf Two	Golf Three 37-54N - 73-27W	136	19	817	3000	+22	200	185	+02 06	4:23	
Golf Three	Golf Four 37-10½N - 72-37W	136	59	876	10000	+10	190	197	18	4:41	
Golf Four	Point Quebec	136	104	980	13500	+3	200	219	28½	5:09½	
Point Quebec	Point Whiskey	220	100	1080	13500	+3	200	219	27½	5:37	
Point Whiskey	smelt	237	285	1365	13500	+3	200	219	1:18	6:55	
Smelt	East Charleston	290	67	1432	13500	+3	200	219	18½	7:13½	
East Charleston	Isle of Palms	289	69	1501	13500	+3	200	219	19	7:32½	
Isle of Palms	Hunter AFB	235	87	1588	13500	+3	200	219	24	7:56½	

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
8 July 1953

APPENDIX 2

TO

ANNEX "B"

TO

OPERATIONS ORDER 61-53

AIRCRAFT PERFORMANCE INFORMATION

1. Each combat crew Flight Engineer will compute a detailed flight plan based on predicted temperatures and winds. This information will be available at joint Navigator's and Flight Engineer's Specialized Briefing. Each Flight Engineer will bring necessary planning equipment.

a. Loading Data:

(1) Basic Weight: Actual basic weight of assigned aircraft will be used.

(2) Oil: 300 gallons at 7.5#/gallons.

(3) Crew: Compute from loading list at 250# per crew member.

(4) Miscellaneous Weight: 670# for each bomb bay tank.

(5) Ammunition: None

(6) Fuel: Main wing and center wing tanks full. 6590 gallons (1120 gallons in center wing tanks of all aircraft).

(7) Bomb Load: None.

(8) Chaff: One carton - 47 lbs.

(9) Take-off Gross Weight: Actual and equivalent gross weight to be computed for T.O.

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b. Planning Data:

(1) Constant Speed Cruising: 200 EAS.

(2) Fuel Density: 5.85# per gallon.

(3) Take-off and Landing Data: SAC Regulation 62-12 will be complied with.

c. General Information:

(1) Fuel reserve for landing will not be less than 600 gallons.

(2) To compute calculated vs actual fuel on transfer type aircraft, Wing Regulation 55-4 will be complied with. Manifold and transfer aircraft will be refueled immediately after mission and refueling unit figures used to compute cal vs actual fuel and % error truck figures.

(3) Each crew Flight Engineer will insure that the main wing tanks are completely filled by the ground crew.

(4) Completed flight log and flight plan will be turned in at interrogation.

(5) Intelligence form H-2 will be completed after landing and turned in at interrogation.

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STAFF FLIGHT ENGINEERS COMBAT PROFILE PLAN

NO WIND

BASIC WEIGHT	76000
OIL	2250
EW	2820
AMMO 50%	---
MISC	670
MIN LAND WT	81740
FUEL 6590 Gal	38552
BOMBS	---
CHAFF	47
AMMO 50%	---
T.O. GR WT	120299

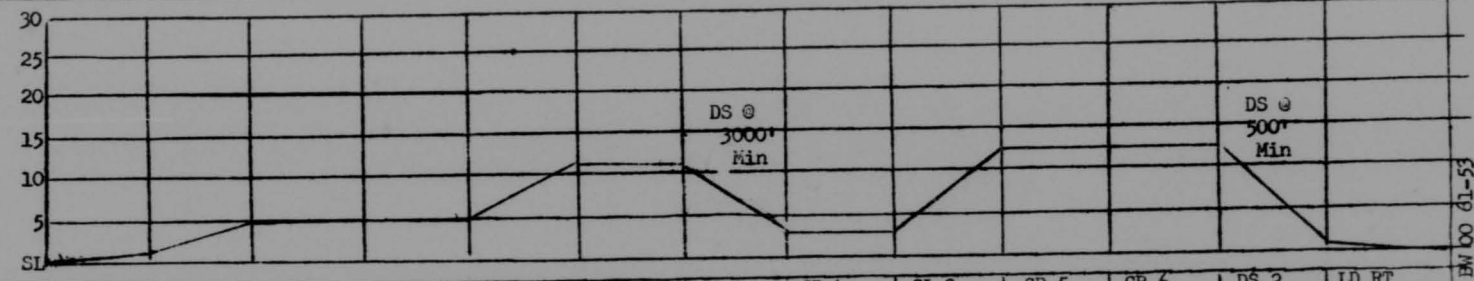
FUEL GRADE	100/130	
TYPE AIRCRAFT	B-29	
FUEL DENSITY (#/GAL	5.85	
LANDING RESERVE	15711	LBS
	2685	GALS
TOTAL DISTANCE	1576	

CALCULATED BY: M/Sgt W. E. Vaughan DATE: 1 July 1953

TAKE OFF STUDY

DIST. TO CLEAR 50' OBS	5350
GROUND ROLL DISTANCE	3745
BRAKING DISTANCE BRAKES ONLY	2550
	6295
O.A.T.	27
FIELD ELEV	40

Planning Data
Hot Day
Delta F Conf
3.3 Sq. Ft.
No Wind



CONDITION	RT TO	CL 1	CR 1	CR 2	CL 2	CR 3	DS 1	CR 4	CL 3	CR 5	CR 6	DS 2	LD RT
PRESS. ALTITUDE	---	3335	5000	5000	9666	12000	7500	3000	10000	13500	13500	7750	---
	---	1.070	1.101	1.101	1.186	1.234	1.145	1.066	1.196	1.265	1.265	1.151	---
TIME	(:20)	:08	1:18	1:13	:15	1:15	:03	:07	:18	1:37	1:42	:23	:25
TIME (TOTAL)	:02	:10	1:29	2:42	2:57	4:12	4:15	4:22	4:40	6:17	7:59	8:22	8:47
B.H.P.	---	2000	1250	1220	2000	1378	410	1085	2000	1322	1268	650	---
FUEL	---	715	3005	2726	1345	3205	45	231	1614	3958	3984	473	800
FUEL (TOTAL)	740	1455	4460	7186	8531	11736	11781	12012	13626	17584	21568	22041	22841
E.S TASK	---	190-176	200-192	200-192	190-195	200-214	270-263	200-185	190-197	200-219	200-219	187-187	---
DI ANCE	---	---	233	234	49	260	13	20	59	354	354	---	---
DISTANCE (TOTAL)	---	---	233	467	516	776	789	809	868	1222	1576	1576	1576
GROSS WEIGHT	119559	118844	115839	113113	111768	108563	108518	108287	106673	102715	98731	98258	97458

NOTE: No Distance Added for Turns

No Distance :05 Added Turns

:02 Added Turns

:05 Added Turns No Distance

Supplement #2 Appl #2, Annex B, 308th BW OO 61-53

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
8 July 1953

APPENDIX 3

TO

ANNEX "B"

TO

OPERATIONS ORDER 61-53

COMMUNICATIONS

1. SACCOM-2, ICAO Publications, Radio Facility Charts, ACP's, JANAP's, and ROIF apply except as modified herein.

2. VHF:

   a. Channelization will be normal.

   b. Interplane 133.56 mcs - ECHO.

3. HF Communication:

   a. Control stations

      (1) Primary - Offutt Air Force Base, Omaha, Nebraska.

      (2) Secondary - Carswell Air Force Base, Fort Worth, Texas, or MacDill Air Force Base, Tampa, Florida.

      (3) Alternate - Any other AACS station in ZI.

   b. HF radio silence will be maintained except for the following:

      (1) Transmission of required reports - B-3.

      (2) Reply to calls from control stations.

      (3) Emergencies.

      (4) Interplane if required by VHF failure.

   c. Aircraft Commanders will insure that listening watch is maintained

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on appropriate air/ground frequencies during the periods :00 to :03 and :30 to :33 minutes past the hour.

d. Frequencies will be employed as indicated by frequency propagation data.

e. B-1, B-2, and ICAO reports not required.

4. Recognition:

a. IFF will not be used except in case of emergency.

b. Effective edition of JANAP 158 () will apply for visual recognition.

5. AFSAL 5104 () will be used for authentication with AACS ground/air stations.

6. Air Sea Rescue:

a. Duck Butts will be available for air/sea rescue as follows:

CALL SIGN	ORBIT AREA	TIME
DUMBO 1	33-10N 74-00W	H-02:25 to H-01:25
DUMBO 2	37-15N 72-00W	H-01:15 to H-00:15

Frequencies: 121.5 mcs - VHF

3023.5 kcs - HF

7. Recall Word - DRAWTUBE

Authentication - BAROMETER

8. Radio operators will carry:

a. 1 complete set of authorized crystals.

b. Current edition of AFSAL 5104 ().

c. Current extracts of JANAP 158 ().

d. Current extracts of SACDAL.

e. Current Frequency Prediction Charts.

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f. Carrabean, East Canada and North Atlantic, and United States Facility Charts.

g. ROIF. - 308th Bombardment Wing M.

h. Required JANAP's and ACP's.

9. Radio operator will be responsible to check out each crew member on the procedure and proper operation of the AN/URC-4.

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
8 July 1953

APPENDIX 4

TO

ANNEX "B"

TO

OPERATIONS ORDER 61-53

ECM

1. Countermeasures will consist of Random Chaff Drop and Electronic Jamming of FPS-3 type radars with ART-5A.

2. Chaff

a. Chaff will be dropped at random time intervals. So for maximum effectiveness it is mandatory that each aircraft begins dropping at approximately the same time, then at designated intervals (from ½ to 2 minutes) thereafter. Do not use continuous chaff drop.

B. Chaff drop will begin at turning point. The navigator will alert the radio operator 5 minutes prior to the time to begin the drop. the drop will continue to a point approximately 150 miles past the point of turn back. Navigator will notify the radio operator when the aircraft reaches the turning point on the withdrawal. WARNING: Do not use continuous chaff drop - random chaff only!

3. Electronic Jamming

a. The FPS-3 radar operates on two frequencies. These two beams will have a separation of 15 to 25 mcs. and have a sweep rate of 10 RPM or less. Jamming of either beam is desirable.

App #4 to Annex "B"
308th B. OO 61-53
8 July 1953

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b. If jamming is in progress by another A/C, check for any unjammed signals present in this range.

c. It is known that the FPS-3 radar operates in the frequency range of approximately 1200 - 1400 mcs. Look thru procedure should be accomplished at random intervals and log procedure should be checked.

d. There will be no specific procedure for electronic jamming. When a signal is intercepted, proceed to jam without prior signal from A/C or navigator.

e. Jamming should commence at least 150 miles from coast and should terminate approximately 150 miles after turnback.

4. Equipment to be installed in each aircraft:

1 - APT-5A

1 - APR-4

1 - TN-19

1 - Box RR-20A/U Chaff

Plus allied meters, antennas, pan/adapter etc.

Frequency range FPS-3 - 1200 - 1400 mcs.

App #4 to Annex "B"
308th B. GO 61-53
8 July 1953

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APPENDIX 5 TO ANNEX "B", OPERATIONS ORDER 61-53

SCHEDULE

	TIME (EST)	DATE	PLACE
General Briefing	14:30	9 July 1953	Wing Briefing Room
A/C's and Pilots Specialized Briefing	Immediately after General Briefing	9 July 1953	Wing Briefing Room
Bombardiers and Gunners Specialized Briefing	Immediately after A/C's Specialized	9 July 1953	Wing Briefing Room
Navigator and Flight Engineers Specialized Briefing	16:00	9 July 1953	Wing Plans Room Bldg 1201
Radar Operators and Radio and ECM Operators	15:30	9 July 1953	Wing Communications Office Bldg 1201
Final Weather Briefing (A/C's and Navigators)	18:40	10 July 1953	Wing Briefing Room
Interrogation	Immediately after Landing	11 July 1953	Wing Briefing Room
Critique	To be announced at a later date.		

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By Authority of the
Commanding Officer
308th Bomb Wing M
10 July 53 ....
Date Initials

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
10 July 1953

AMENDMENT NO ONE TO 308TH BOMBARDMENT WING OPERATIONS ORDER 61-53

Item 1. Reference Basic Order. Delete paragraph 3x(7) and substitute the following: The only valid recall procedure is as follows:

(a) To recall all missions: "All SAC acft - King George"

(b) To recall the 308th Bombardment Wing: "12 - President Roosevelt

In the event that either of the avove procedures is used all ZI ARCS stations will transmit on all frequencies. CAA stations will transmit on 121.90 and 243.00 mcs. A general recall will be a broadcast transmission and aircraft will not acknowledge. Authentication will not be required for these messages only.

Item 2. Reference Basic Order. Delete 3x(16) and delete paragraph 3x(17) This wing will not contact CAA station for permission to perform any ACM.

Item 3. Reference Annex "B". Delete all of paragraph 4a and b and substitute the following: 4. Procedure for Take Off, IFR or VFR:

a. Take Off on Runway 09. (1) Aircraft will hold take off heading until reaching 1000 feet. (2) At 1000 feet aircraft will alter course for Savannah Light Ship and continue climbing to 1500 feet. (3) Hold 1500 feet until over Savannah Light Ship and then alter course to Point Zulu, climbing to individual altitude.

b. Take off on Runway 27: (1) Aircraft will hold take off heading until reaching 1000feet. (2) At 1000 feet aircraft will turn 180° to the left (½ needle) and proceed to Savannah Radio Cone, climbing

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to 1500 feet.(3) Hold 1500 feet until over Savannah Light Ship and then alter course to Point Zulu, climbing to individual altitude.

Item 4. Reference Annex "B". Remove pages 3, 4, 5, and 8 and substitute new pages 3, 4, 5, and 8, and add page 9.

M. A. TRISTON
Colonel, USAF
Commander

DISTRIBUTION:

2D AF	5 Cys #1 thru 5
38TH AD	2 Cys #6 & 7
COMDR 308TH BW	1 Cy #8
308TH DIR OF OPNS	1 Cy #9
308TH DIR OF OPNS, CONT RM	1 Cy #10
308TH DIR OF OPNS, INTEL	1 Cy #11
308TH DIR OF MAT	1 Cy #12
WING HISTORIAN	5 Cys #13 thru 17
COMDR 373RD BS	1 Cy #18
COMDR 374TH BS	1 Cy #19
COMDR 375TH BS	1 Cy #20

OFFICIAL:

FRANCIS E. WINGET
Lt. Col., USAF
Director of Operations

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5. ROUTE AND ALTITUDE:

a. Route: Departing Savannah Light Ship aircraft will climb to individual altitudes in a block from 3000 to 5000 feet. All altimeters will be set to 29.92 over Savannah Light Ship and pressure altitude will be flown for the remainder of the mission. All aircraft will proceed:

From	Savannah Light Ship	To	Isle of Palms (Zulu)
From	Point Zulu	To	East Charleston (Yankee)
From	Point Yankee	To	Smelt (Extra)
From	Point Extra	To	(34-14N 79-21W) Start of Climb
From	Start of Climb	To	Level off at 9000 or 9500
From	Level Off	To	Point Whiskey (34-40N 72-30W)
From	Point Whiskey	To	Individual Turning Point
From	Turning Point	To	Start of Climb (24 NM short of individual control point)
From	Start of Climb	To	Individual Control Point
From	Individual Control Point	Continue on same track for 15 minutes perform fast descent of 9000 feet at 3000 feet per minute, turn 180° to the left (½ needle width), width), withdraw on a reciprocal course for 20 nautical miles and begin climb to individual return altitude and proceed:	
From	Level Off	To	Individual Turning Point
From	Individual T.P.	To	Point Whiskey
From	Point Whiskey	To	Point Extra
From	Point Extra	To	Point Yankee
From	Point Yankee	To	Point Zulu
From	Point Zulu	To	Savannah Light Ship

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Let down instructions can be requested from Savannah Control after passing Point Zulu, on return if aircraft are IFR. Radio contact will not be established with any ground station prior to that time, except in an emergency and as noted in Appendix 3, Communications.

b. Altitude:

RAID NO	TIME INTERVAL	LIGHT SHIP TO 2ND CLIMB (34-14N 73-21W)	PT WHICHEY TO 14 MILES SHORT OF CONTROL PT	CONTROL PT TO DESCENT	END OF DESCENT	RETURN
12G		5000	9000	12000	3000	10500
12F	6	4000	9500	12500	3500	12500
12E	8	3000	9000	12000	3000	11500
12D	8	4500	9500	12500	3500	13000
12C	3	3500	9000	12000	3000	12000
12B	6	5000	9500	12500	3500	11000
12A	5	4000	9000	12000	3000	13500

6. FAST DESCENT: The fast descent which will be started 15 minutes beyond the Control Point will be made at an indicated airspeed of 270 MPH. This should establish a rate of 3000 feet per minute. Engines should be at minimum 1400 RPM and 15 inches of manifold pressure for the descent. Experimental descents show that cooling of engines is not a safety hazard and that level off can be made in 500 feet. Based on these experiments level off should be initiated at 4000 or 3500 feet depending on the assigned altitude for the end of the descent. Aircraft will be turned as cleanly as possible. Neither landing gear or flaps will be lowered. Aircraft Commanders will check all crew members and passengers for colds and sinus at least 24 hours in advance of take off to prevent injury to personnel from the rapid pressure change during descent.

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7. EMERGENCY PROCEDURE:

a. Runway aborts: All runway aborts will clear the active runway as quickly as possible. Tower will be contacted in the event of hydraulic failure and a tug requested.

b. Take off aborts: Notify the tower of the emergency and the action contemplated as soon as possible. If possible aircraft will: first, orbit the field until after the last takeoff; second, land at Hunter as directed by the tower.

c. Enroute Emergencies:

(1) Before 2d climb point (34-14N 73-21W) descend to 2500 before altering course.

(2) After 2d climb point, descent to 9000 feet before altering course to nearest emergency field.

(3) Whenever possible aircraft in distress will fly reciprocal routes to Hunter and will avoid the radar net. In all cases, however, safety is the prime concern. Aircraft will home directly to shore if necessary. Contact New York Oceanic Control and announce their intentions and request a clearance.

(4) Air Sea Rescue: Duck Butts will not be available. Crash boats are located at Langley, Virginia; at Savannah Ga., "Aurora" on 2670 KF; Thunderbolt, Ga., on 4280 HF and Channel A, B, C and D on VHF.

8. VHF COMMUNICATIONS:

CHANNEL	FREQUENCY	SERVICE
A	R 135.00 T 135.90	(F) CNT Arrays
B	126.18	(F) Control Towers (UHF)
C	127.83	(F) Military Flight Service (S) GCA Search Control
D	121.50	(F) International Emergency (F) Oceanic Weather Ships (S) GCA Final Approach Control
E	133.56	(F) Interplane (F) Ashold Control

Annex "D", 308th BW OO 81-53
dated 7/, 10 July 1953

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14. Aircraft Commanders will call tower one (1) hour before t keoff. Start engines 25 minutes before take off and taxi 10 minutes before take off.

15. If thunderstorms are encountered enroute aircraft will adhere to briefed course and altitude as closely as possible but they will avoid the thunderstorms.

16. Aircraft will be cleared to fly IFR at their assigned altitudes.

17. Aircraft will be on Foxtrot Channel until they reach Savannah Light Ship, on Echo Channel until they reach Point Zulu outbound. Aircraft will monitor Delta Channel from Point Zulu until they return to land.

18. All radio operators will obtain a time hack before reaching Point Whiskey.

19. APQ-13 Radar sets will be switched to standby on passing Point Extra outbound and will be left on standby until return to Point Extra unless radar is necessary for navigation.

20. VHF jamming may be performed by ground st tions however IF will not be jammed under any circumstances.

21. In the event of complete radio failure, aircraft will maintain their assigned altitudes to Savannah Light Ship and then proceed to an area south of the south east leg of the Savannah Radio Range. Let down will be made in this area over water. Aircraft will level off VFR or at a minimum altitude of 1500 feet. An orbit will be made in this area until an direct approach can be made to Savannah Radio to be over the cone at 06:20 EST. The traffic pattern will be kept clear of all other traffic at this time.

22. The following coordinates are the points at which each aircraft will start a climb from 9000 or 9500 feet to 12000 or 12500 feet.

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	NORTH LATITUDE	WEST LONG.	FROM	TO
12 Golf	36 44½	72 09½	9000	12000
12 Foxtrot	36 22½	72 21	9500	12500
12 Echo	36 09	72 32	9000	12000
12 Delta	35 57	72 42	9500	12500
12 Coca	35 48	72 53	9000	12000
12 Bravo	35 28	73 03	9500	12500
12 Alfa	35 01½	73 11	9000	12000

All navigators will compute a time to arrive at the above coordiantes enough in advance of their control time to reach their control point at their control time (01:40 EST). Aircraft will control their true air speed during climb so that it will be equal to the true air speed in straight and level flight at 9000 or 9500 feet. All time will be killed or made up before reaching the coordinates given above. Course deviations to kill time will be made to the right of course between the turning point and the above coordinates.

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DOT 353

25 June 1953

SUBJECT: July Master Ground Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for July. Due to the increased emphasis which has been placed on flying commitments, Ground Training has been placed on a priority basis. Priority has been established as follows: (1) Flying Safety items; (2) Altitude Chamber Indoctrination for 1241's, 1023's, and 1234C's; (3) Physical Conditioning; (4) Character Guidance; (5) the rest of the Ground Training Items.

6

2. Subjects listed with an asterisk (*) are applicable to all squadrons. The remaining subjects, with minor exceptions, apply only to the three bomb squadrons.

3. Synthetic Trainer quotas for each squadron during the month are shown below. Quotas are based on number of personnel expected to be present during the month and the new trainer requirements as outlined in the latest change, Suppl XV, to 2nd Air Force Regulation 50-6.

SYNTHETIC TRAINER QUOTAS FOR JULY

	373rd	374th	375th	Total
Link	19	22	19	60
Bomb	9	11	8	28
Loran	7	7	7	21
Ultrasonic	20	24	26	70
Gunnery	104	122	112	338

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3DOT 353 Subj: July Master Ground Training Schedule

4. It is contemplated that changes of the Ground Training Program as outlined will be made as the month progresses. Squadron Training Officers are urged to contact the Wing Training Section far enough in advance of any anticipated change so that needless scheduling can be avoided.

BY ORDER OF THE COMMANDER:

1 Incl
July Master Grnd
Trng Schedule

VERNON K. CALLACK
Lt. Col., USAF
Deputy Director of Operations

DISTRIBUTION:

18 ABTF	10 3DOT
1 3WCO	1 3DOF
1 3WDCO	1 3DOS
3 3WADJ	1 3DOSO
1 3DP	1 3LOECM
8 3DO	1 3DOG
1 3DOO	3 3DM
1 3DOA	1 3WCCP
1 3DOI	1 ea Sq CO
1 3DOC	1 ea B Sq Ops/O
1 3DOP	2 ea Sq Trng/O

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308TH BOMBARDMENT WING M
July Master Ground Training Schedule

*1. Management. No training is programmed for July. The Base Management Training Officer will notify the Wing Training Section when the training is to be resumed.

*2. ABC Defense. Each squadron was forwarded a copy of 2nd Air Force letter 2AFOTG 353, subject: Revision of ABC Training, dated 2 June 1953. The ABC Training requirement was reduced considerably and future squadron training should be programmed with this in mind.

*3. ABC Defense (Annex I). Squadron first aid teams will receive training at 0745 hours on the 8th of July in building 1286 (old theater) in accordance with 38th Air Division Operations Plan 200-53, dated 6 May 1953, and 308th Wing Regulation 50-6; one officer and 6 NCO's are required to receive this training to fulfill the above requirements. Squadron security teams will receive training later in the month and the exact time will be announced by the Wing Training Section at a later date.

*4. Basic Weapons. All squadrons will schedule periods of small arms firing as necessary. Call Training Aids (Ext 342 for range scheduling). Squadrons are reminded that Basic Weapons Safety Precautions are a special subject for July. Squadrons will insure that all personnel are re-indoctrinated this month in the use of and safety precautions of the weapons with which they are armed or perform guard duty.

*5. Security. Phase I Security Indoctrination Program will be given to all new personnel as required by SAC Regulation 205-16 including the test on "Safeguarding Military Information." During July and the forthcoming months, squadrons will stress the importance of being security conscious at all times. Phase II security training will be given as material is made available by higher headquarters.

*6. Flying Safety, Character Guidance and Information Program. These lectures will be announced at a later date. Squadron Commanders are reminded that church attendance on the second Sunday of each month at the base chapels will be credited as the monthly character guidance lecture. Here is an opportunity to increase the percentage of your squadron's character guidance attendance.

7. Physiological Training (Altitude Chamber). Each squadron will send 5 men to MacDill AFB on 2 July, 16 July, and 30 July 1953. These 5 men from each squadron will be 1241's, 1037's or 1234's with emphasis on the first two. These quotas are very high priority and must be met by each bomb squadron. Request for orders must be initiated by the squadrons concerned and one copy of the request will be forwarded to the Wing Ground Training Section for information only. This program will be monitored very closely and squadrons are reminded of the high priority given to this item of training.

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8. Judo. See attached schedule F. Reference is made to SAC Regulation 50-2 and letter from 308th Director of Operations, subject: "Physical Conditioning Program", dated 22 May 1953. Personnel not participating in Phase I training will be scheduled for three hours of controlled sports each week. It is suggested that full use be made of the Base Swimming Pool during the summer months to accomplish this item.

9. Code. See attached schedule H. It is the desire of the Wing Commander that all radio operators comply with Suppl XXIV, 2nd Air Force Regulation 50-6 in that they will pass a monthly code check of 20 WPM (sending and receiving).

10. First Aid. Squadrons are reminded that all personnel must complete the authorized first aid test annually. Tests are received from the Air Base Training Flight and are to be administered by the individual squadron.

11. Aquatic Survival. See attached schedule I.

12. Swimming Proficiency. It is planned to conduct a Wing Swimming Program in July and August if instructors are available. The schedule will be announced later.

13. Basic Survival. 373rd Bomb Squadron will send one crew for the week 13 to 17 July. 375th will send one crew for the week 27 to 31 July. Crews will report to building 232 at 0730 hours on the course starting date. Crew integrity need not be maintained but a minimum of 11 crew members will be scheduled for each class.

14. Refresher Survival. Bomb Squadrons will make necessary arrangements with the Base Survival School for mutually convenient times for this training.

15. Operation and Movement of Aircraft on the Ground. In accordance with SAC Regulation 62-2, semi-annual training and/or testing at the Base Motor Pool is required for all personnel (pilots excluded) authorized to operate and move aircraft on the ground. Squadrons will schedule personnel accordingly.

16. Ammunition Loading. Squadrons will schedule this training as required.

17. Synthetic Trainers. See attached schedules A, B, C, D, and E.

18. ECM. One radio operator from each squadron will participate in SAC Regulation 50-25 training per schedule to be announced later.

19. Radar Maintenance. Each radar observer is required to receive eight hours of this training per month per Suppl XXV, 2nd Air Force Regulation 50-6. Arrangements have been made with the A & E Squadron

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so that radar observers can work with the A & E mechanics and Tech Reps using the facilities in the A & E hanger (building 1206). Squadron Training Officers will schedule this training by calling Major Sway or M/Sgt Gutowski (phone 649) 24 hours prior to desired period. Afternoon periods are preferred.

20. Combat Crew Specialty Training. As required and commitments permit. Attention is called to the new Wing Regulation 50-4, "Squadron Gunnery Sections and Duties." Gunnery training is outlined thoroughly in this regulation.

21. Skeet. See attached schedule J.

22. ECM Indoctrination. Squadron ECM officers will continue to give these lectures to staff and combat crew members during regularly scheduled squadron ground training programs.

23. Intelligence. Two Wing scheduled Intelligence training programs for combat crew personnel are scheduled in the Wing Briefing Room during July. These will be held on 18 July from 0930 to 1130 hours, and on 25 July from 0930 to 1130 hours. Thirty-four hours of this training must be accomplished annually. To supplement the training conducted on Wing level it is suggested that squadron intelligence personnel conduct aircraft recognition training within the squadron.

24. QQ Range. See attached schedule G.

25. Monthly Proficiency Examinations. Combat crew monthly proficiency examinations will be held on 11 July at 1030 hours. Subjects on which crews will be tested and location of various specialty examinations will be announced at a later date. Attendance is mandatory for all combat crew members. No make-up tests will be given.

26. Base Instrument School. Two instrument courses are scheduled during the month in building 1288 on 9 and 10 July and again on 23 and 24 July--starting time 0730 hours. Pilots whose instrument card is due to expire within sixty days of the above dates will be scheduled for one of these courses. Names of personnel to attend will be submitted to the Wing Ground Training Section in duplicate not later than two days prior to the course starting date.

27. Special Weapons Refresher. The three day training courses will be given to Bomb Commanders on the following dates during the month: 6th, 7th, 8th; 9th, 10th and 11th; 13th, 14th and 15th; 16th, 17th and 18th; 20th, 21st and 22nd. An Armament and Electronics Course will be conducted for Post-loading Check Teams on the 1st, 2nd and 3rd of July. Training is given in the Special Weapons Area beginning at 0800 hours. Each person attending must have a Top Secret clearance and be on the access list to the special weapons area. Squadrons will notify the Wing Special Weapons Officer (Ext 575) of the names of personnel to attend five days prior to the course starting dates.

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JULY MASTER GROUND TRAINING SCHEDULE (Cont'd)

A. LINK TRAINER SCHEDULE

Dates	0930-1030 hrs	1030-1130 hrs
1 July	373	374
2 "	375	373
3 "	374	375
13 "	373	374
14 "	375	373
15 "	374	375
16 "	373	374
17 "	375	373
27 "	374	375
28 "	373	374
29 "	375	373
30 "	374	375
31 "	373	374

Dates	1230-1330 hrs	1330-1430 hrs	1430-1530 hrs
6 July	373	374	375
7 "			375
8 "	373	374	375
9 "	373	374	375
10 "	373	374	375
20 "	375	373	374
21 "			374
22 "	375	373	374
23 "	375	373	374
24 "	375	373	374

Three trainers are available and may be utilized for each scheduled period shown above. The period 1230-1430 hrs each Tuesday is reserved for the 3908th SES and will not be used by 308th units.

B. BOMB TRAINER SCHEDULE

Dates	0800-0900 hrs	0900-1000 hrs	1000-1100 hrs
1,2,3 July	373	374	375
13-17 July	373	374	375
27-31 July	373	374	375

Dates	1230-1330 hrs	1330-1430 hrs	1430-1530 hrs
6-10 July	373	374	375
20-24 July	373	374	375

The student-instructor method will be employed on this trainer. One trainer is in operation and two students can be scheduled.

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C. LORAN TRAINER SCHEDULE

Dates	0730-0930 hrs	0930-1130 hrs	Dates	1230-1430 hrs	1430-1630 hrs
1 July	373	374	6 July	373	374
2 "	375	373	7 "	375	373
3 "	374	375	8 "	374	375
13 "	373	374	9 "	373	374
14 "	375	373	10 "	375	373
15 "	374	375	20 "	374	375
16 "	373	374	21 "	373	374
17 "	375	373	22 "	375	373
27 "	374	375	23 "	374	375
28 "	373	374	24 "	373	374
29 "	375	373			
30 "	374	375			
31 "	373	374			

Your attention is invited to 2AFR 50-6, Supl XV, dtd 15 May 53. All 1025's, 1037's and single rated observers are required to accomplish two (2) Loran calibration checks annually. This supercedes the Loran requirements as established in 2AFR 50-19 dtd 3 Nov 52. For purposes of the rating system, each calibration check will be considered of two (2) hours duration. Three students can be scheduled for each period.

D. ULTRASONIC TRAINER SCHEDULE

373rd - 0930-1030 and 1530-1630 hrs, entire month of July.
374th - 1030-1130 and 1430-1530 hrs, entire month of July.
375th - 1230-1330 and 1330-1430 hrs, entire month of July.

E. B-14 TRAINER SCHEDULE

373rd - Trainer #3043, entire month of July.
374th - Trainer #3077, entire month of July.
375th - Trainer #2125, entire month of July.

One gunner or bombardier should be scheduled for each 30-minute period, 0730-1630 hours daily. The three trainers listed above are located in Building 1290.

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F. PHYSICAL CONDITIONING SCHEDULE

Dates	0800-1000 hrs	1230-1430 hrs	Dates	0800-1000 hrs	1230-1430 hrs
1 July	373	374	17 July	373	374
2 "	375	373	20 "	375	373
3 "	374	375	21 "	374	375
6 "	373	374	22 "	373	374
7 "	375	373	23 "	375	373
8 "	374	375	24 "	374	375
9 "	373	374	27 "	373	374
10 "	375	373	28 "	375	373
13 "	374	375	29 "	374	375
14 "	373	374	30 "	373	374
15 "	375	373	31 "	375	373
16 "	374	375			

The above schedule covers only those times which are to be spent in the Physical Conditioning Unit for those personnel who are undergoing Phase I training (judo and conditioning workouts). Times listed above will apply to approximately one third of combat crew personnel in each squadron as directed in SAC Regulation 50-2, dtd 23 Jan 53. Personnel participating in Phase I training are required to attend three periods each week. Phase II (controlled sports) will be accomplished at squadron level under the supervision of an officer or noncom, with the training officer preparing a projected schedule as of the last day of the month covering the subsequent month. Phase II training will be reported to the Wing Ground Training Section on the weekly report showing the number of combat crew personnel participating and the total hours accomplished.

G. OQ RANGE SCHEDULE

373rd - 1, 8, 15, 22, and 29 July 1953.
374th - 3, 10, 17, 24, and 31 July 1953.
375th - 7, 14, 21, and 28 July 1953.

Each squadron will send one or two crews on dates indicated. (One crew consists of four gunners and one bombardier). Personnel will report to the Base Motor Pool at 0700 hrs on scheduled dates. No privately owned vehicles will be used for transportation to the OQ Range.

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H. CODE SCHOOL SCHEDULE

Dates	0800-0900 hrs	0900-1000 hrs	1000-1100 hrs
1,2,3 July	373	374	375
13-17 July	373	374	375
27-31 July	373	374	375

Dates	1230-1330 hrs	1330-1430 hrs	1430-1530 hrs
6-10 July	373	374	375
20-24 July	373	374	375

The code school has facilities to train 10 beginners, 10 men who are semi-proficient, and 5 RO's simultaneously.

I. AQUATIC SURVIVAL SCHEDULE

373rd - Every Monday throughout the month of July.
374th - Every Wednesday throughout the month of July.
375th - Every Friday throughout the month of July.

Each squadron will send personnel equal in number to a combat crew. All scheduled personnel will bring a change of dry clothing (gym shoes, coveralls or flying suit, and a towel). All personnel will report to Bldg T-232 at 0730 hrs on scheduled dates. A list of personnel to attend will be submitted to the Wing Ground Training Section in duplicate two days prior to date scheduled.

J. SKEET SCHEDULE

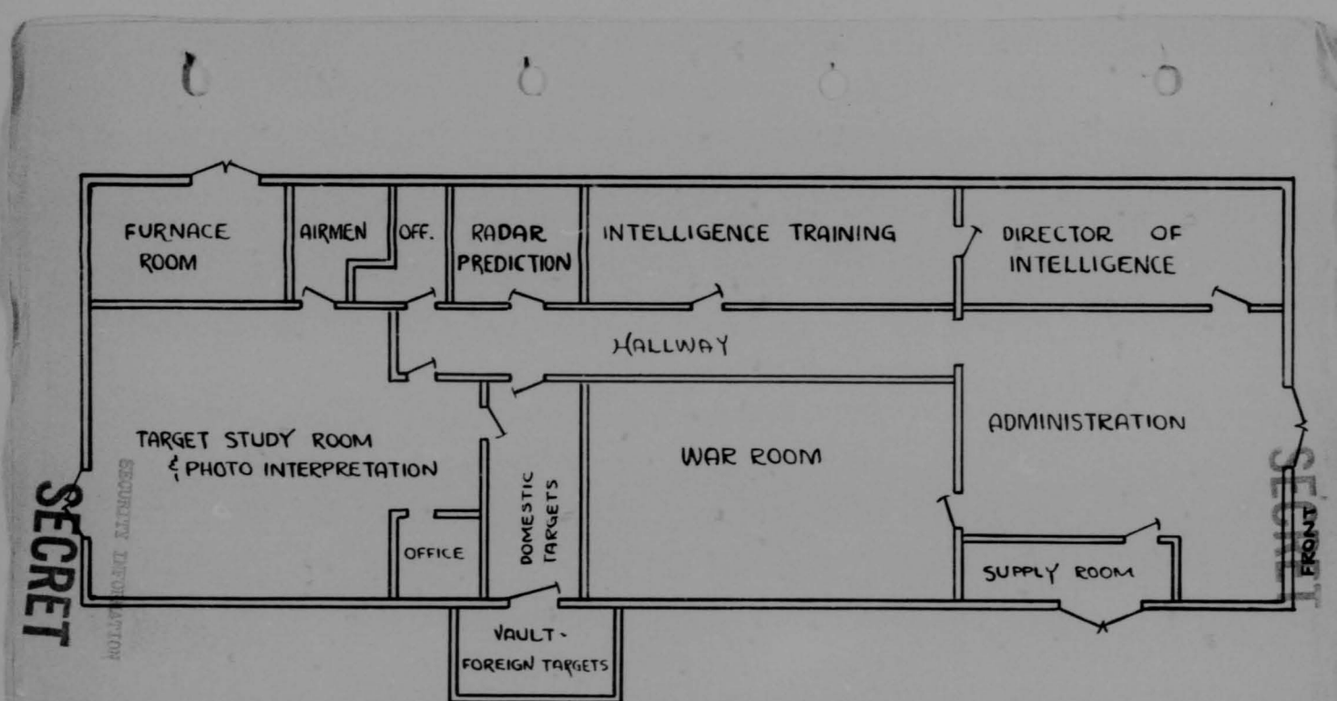
Dates	0900-1100 hrs	1300-1500 hrs	Dates	0900-1100 hrs	1300-1500 hrs
1 July	373	374	17 July	373	374
2 "	375	373	20 "	375	373
3 "	374	375	21 "	374	375
6 "	373	374	22 "	373	374
7 "	375	373	23 "	375	373
8 "	374	375	24 "	374	375
9 "	373	374	27 "	375	374
10 "	375	373	28 "	375	373
13 "	374	375	29 "	374	375
14 "	373	374	30 "	373	374
15 "	375	373	31 "	375	373
16 "	374	375			

Crew integrity need not be maintained but personnel equal in number to a combat crew will be scheduled for each period.

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FLOOR PLAN - 308TH B.W. INTELLIGENCE
BUILDING Nº 1208
37'-0" x 110'-0"

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OFFICE OF THE DIRECTOR OF MATERIEL
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Conversion Items of Interest to Second and 308th Bomb Wings and 804th Air Base Group

1. A meeting was called by the 308th Bomb Wing Director of Materiel at 1000 hours on 15 July 1953 in the Conference Room of Building 1201. The following personnel were present:

Lt. Colonel William J. Spratt, 38th Air Division Director of Materiel
Colonel Ralph C. Jenkins, 308th Bomb Wing Director of Materiel
Lt. Colonel H. M. Hudson, 308th Deputy Director of Materiel
Lt. Colonel Ralph H. Schneck, Commander 308th Field Maintenance Squadron
Lt. Colonel G. G. Avriett, 308th Chief of Maintenance
Major Dale L. Samuelson, 308th Armament and Electronics Staff Officer
Lt. Colonel Karel B. Melcer, 2nd Bomb Wing Deputy Director of Materiel
Major Reginald F. Braddock, Commander 2nd Field Maintenance Squadron
Lt. Colonel William M. Kimbrell, Commander 804th Operations Squadron
Captain Ralph M. Redmond, Ground Training Officer

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2. The purpose of this meeting was to discuss problems incident to the conversion of the 308th and 2nd Bomb Wings to B-47 and KC-97 aircraft. The following major subjects were presented:

a. The problem of construction of adequate Armament and Electronics facilities to meet the needs of the E-Bombing system on the B-47 aircraft.

b. Movement of the Second Periodic Maintenance Squadron to the north side of the field.

c. Utilization of the hangar which is scheduled for completion in May of 1954.

d. Movement of additional 2nd Bomb Wing field maintenance shops to the north side of the field.

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3. It was agreed that:

a. The Division Director of Materiel would press for a decision on the air-conditioned Armament and Electronics facilities and inform the Directors of Materiel of the Bomb Wings of progress made. It was pointed out that there may be a need for joint utilization of an Armament and Electronics facility since it is unlikely that both Wings would have theirs under construction at the same time due to the phasing problem.

b. The Deputy Director of Materiel of the 2nd Bomb Wing will investigate the problem of moving the 2nd Periodic Squadron to the north side of the field.

c. The Field Maintenance Squadron Commanders of the 2nd and 308th Bomb Wings will meet and study the floor plan of the new hangar now under construction and determine the ultimate utilization.

d. These two officers will study the over-all problem of evacuating Building 1228, which, according to the CO of the 804th Operations Squadron, is vitally required for MTD and other B-47 training devices. Space to be made available in the new hangar will be considered in the over-all solution to this problem.

4. The progress to date made by this Wing in converting present castle type docks to KC-97 and B-47 aircraft was presented and the Deputy Director of Materiel of the 2nd Bomb Wing was invited to avail himself of any sketches, photographs and plans we now have.

5. It was agreed upon by all concerned that this type of meeting is highly valuable and it will set a pattern for additional meetings which will be called from time to time throughout the conversion to resolve problems of mutual interest.

Ralph C. Jenkins

RALPH C. JENKINS
Colonel, USAF
Director of Materiel

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DISPOSITION FORM

FILE NO.	SUBJECT
	Relocation of 308th Field Maintenance facilities

TO	FROM	DATE	COMMENT NO. 1
Commander 308th Bombardment Wing M	Commander 308th Field Maintenance Sq.	30 June 53	Lt Col Schneck/ 619

The following locations of facilities are suggested in order to make better utilization of space and to allow for increased activity in certain sections.

Building 1288-

	Present Auth.	B-47 Auth.
Maintenance Supervision	5	6
Materiel Control	2	2
Instrument Shop	15	36
Electric Shop	12	39
Fabric Repair	3	4
Aero Repair Branch	2	2
Airframe Section	20	37
Technical Supply	8	11

Technical Supply-Moved from Building 1213.

Airframe Section-Moved from building 1262. This section is authorized a large amount of equipment which should be stored indoors. Examples are, lights, lifting bags, compressors, air conditioners, test sets and varied tools.

Instrument Shop-The instrument shop at present is very crowded and more space is actually needed at this time. With the increase of over 100% in personnel authorization and additional test equipment required for the B-47 program it will be impossible for both wings to use the shop as it presently exists.

Materiel Control-Materiel Control stock piles all parts and materiels needed for work orders and technical order compliances. It is doubtful if the space allotted will be adequate.

Building 1262-

The activities placed in this building are those which have need for monorails and hoists.

	Present Auth.	B-47 Auth.
Hydraulic & Tire Shop	9	21
Propeller Shop	14	9
Ancillary Equipment Shop	11	11

Incl 2

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.	SUBJECT
	Relocation of 308th Field Maintenance Facilities (Cont)

TO	FROM	DATE	COMMENT NO. 1

Hydraulic & Tire Shop-Storage space for tire build-up is needed. Each Wing at MacDill maintains 109 tires built up.

Propeller Shop-Although there is no increase in personnel, shop work will increase because of the replacement of rubber boots on the leading edge of the KC-97 propellers.

Ancillary Equipment Shop-The type equipment to be worked on is much larger than that used in B-29 wings and will have to be placed inside for the work.

Building 1213-

	Present Auth.	B-47 Auth.
IFR Shop	0	13

IFR Shop-This is a new activity and due to the shape of the boom a long narrow building is best.

	Present Auth.	B-47 Auth.
Battery Shop-	1	2

Battery Shop-The present battery shop is not adequate. There isn't enough room for both wings and it is poorly ventilated. This new location is ideal because of the increased space. It also has water, emergency showers, etc. available.

Building 1240 and 1216-

	Present Auth.	B-47 Auth.
Parachute and Life raft	13	24

Parachute and Life raft-The parachute repack facilities are adequate for both wings and can be a joint shop. There is considerable increase in the life raft shop. Due to the large authorization of survival equipment in the ARS, the following amounts will have to be on hand in the shops at all times in order to inspect and keep the equipment serviceable.

60 Parachutes
120 1 man rafts
120 life vests
4 ten men rafts

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DISPOSITION FORM

FILE NO.	SUBJECT
	Relocation of Field Maintenance Facilities (Cont'd)

TO	FROM	DATE	COMMENT NO. 1

In reviewing the above relocation of activities the following 2nd wing shops will have to be moved.

From building 1288-

Rubber and Life Raft Shop
Instrument Shop

From Building 1262-

Tire Build Up
Ancillary Equipment Shop
Battery Shop

From Building 1240 and 1216-

Surface Recovering

Ralph H. Schneck

RALPH H. SCHNECK, Lt Col., USAF
Commander

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OFFICE OF THE DIRECTOR OF MATERIEL
308TH BOMBARDMENT WING (M)
Hunter Air Force Base
Savannah, Georgia

3DM 15 July 1953

SUBJECT: Tables of Organization for B-47 Wing with Air Refueling Squadron

TO: See Distribution Sheet

1. Tables of Organization for a tactical wing with forty five (45) B-47 and twenty (20) KC-97 aircraft are reproduced for your information. All supervisory personnel are encouraged to make maximum utilization of these tables in the preparation of plans for reorganization and training to new equipment. Personnel assigned squadrons will gain an insight into the elements of the wing by studying the TO's of all other units.

2. From time to time additions and deletions to TO's are made by USAF, however, it is not contemplated that these reproduced TO's will be changed by this office. Continued use after the conversion period must take into consideration the fact that they are becoming obsolete.

Ralph C. Jenkins

7 Incls
TO's for Tac
B-47 Wg (1 cy)

RALPH C. JENKINS
Colonel, USAF
Director of Materiel

DISTRIBUTION:

Commander	1	Commander...	
Deputy Commander	1	373BS	6
Executive Off	1	374BS	6
Compt	1	375BS	6
Adj	1	3PMS	6
Dir of Pers	2	3FMS	6
Dir of Oprs	6	3AEMS	6
Dir of Mat	10	3WHS	3
Commander, 38th Air Div		3	
Commander, 804th ABG		5	
Commander, 2d Bomb Wg		3	

NOTE: Squadron Commanders of the 308th Bombardment Wing (M), will insure distribution of one (1) copy to Engineering, Supply, Operations, and Mobility Officers, where applicable.

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Table of Organization
No. 1-1047P
Tentative

Department of the Air Force
Washington, D.C., 1 May 1952

WING HEADQUARTERS, BOMBARDMENT, MEDIUM, JET

This table will not become effective except upon specific authorization by the Department of the Air Force.

PART I - GENERAL

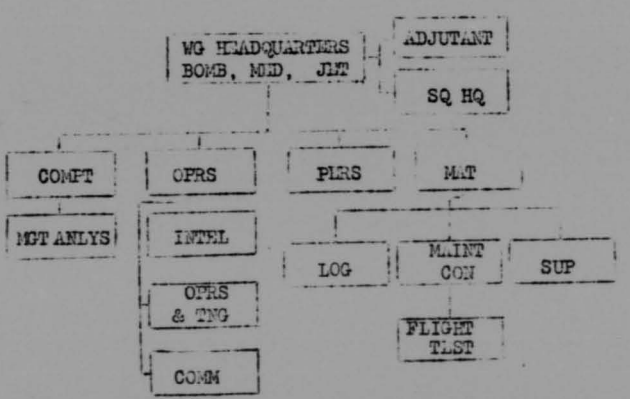
1. Function--To provide command and staff supervision over Air Base Group, Medical Group, Tactical, Air Refueling and Maintenance Squadrons, and other assigned or attached units.

2. Assignment--Normally to an air division or numbered air force.

3. Capabilities--Capable of commanding and controlling the assigned medium bombardment, jet, squadrons and their normal service or support elements, and other units, assigned or attached, to insure proper training and success in combat.

4. Designation--As authorized by Department of the Air Force Letter.

ORGANIZATIONAL CHART



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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		PART II QUALIFICATION SECTION																
B0001	1	COMMAND		4	1	1				1				1				
	2	Commanding General	0002	1	*1													
	3	Deputy Commander	0066	1		1												
	4	Aide	7024	1						1								
	5	Senior Stenographer	70251	1										1				
B0047	1	SQUADRON HEADQUARTERS		9				1	1			1		2	2	2		
	2	Commanding Officer	7024	1				1										
	3	Adjutant	7024	1					1									
	4	Apr Orgn Sup Specl	64131	1												1		
	5	Sr Orgn Sup Specl	64151	1										1				
	6	Apr Clerk	70230	1												1		
	7	Clerk	70250	1											1			
	8	Career Guidance Specl	73150	1											1			
	9	Sr Pers Specl	73250	1										1				
	10	First Sergeant	99970	1								1						
B0091	1	ADJUTANT		10				1	1			1	1	3	1	2		
	2	Adjutant	7024	2				1	1									
	3	Apr Clerk	70230	2												2		
	4	Clerk	70250	1											1			
	5	Sr Clerk	70250	3										3				
	6	Admin Supervisor	70270	1								1						
	7	Historical Technician	72171	1									1					
C1635	1	PERSONNEL		10			1		2			1	1	3	1	1		
	2	Personnel Staff Officer	7316	1			1											
	3	Personnel Officer	7324	2					2									
	4	Apr Clerk	70230	1												1		
	5	Clerk	70250	1											1			

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T/O 1-1047P

WING HEADQUARTERS, BOMB, MEDIUM, JET
ORGANIZATION

T/O 1-1047F

A		B	C	D												
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
C1635		PERSONNEL (CONTD)																
	6	Senior Stenographer	70251											1				
	7	Senior Pers Specl	73250											2				
	8	Personnel Supervisor	73270									1	1					
D0004	1	OPERATIONS		4		1	1									1		
	2	Director of Operations	0036	1		1												
	3	Deputy Director	1416	1			1											
	4	Apr Clerk	70230	1												1		
	5	Admin Supv	70270	1								1						
D0443	1	INTELLIGENCE		14			1	2	2	1		1	2	3	1	1		
	2	Intelligence Staff Off	2016	1			1											
	3	Intel Photo Radar Off	2044	2				1	1									
	4	Intelleginee Officer	2054	3				1	1	1								
	5	Sr Intel Ops Specl	20450	1										1				
	6	Sr Photo Interp Specl	20451	1										1				
	7	Intel Ops Tech	20470	2								1	1					
	8	Photo Interp Tech	20471	1									1					
	9	Apr Clerk	70230	1												1		
	10	Senior Clerk	70250	1										1				
	11	Draftsman	99350	1											1			
D1701	1	OPERATIONS & TRAINING		33			2	11	4			2	4	3	4	3		
	2	Pilot AOB	1244	4				3	1									
	3	Ops Staff Officer	1416	3			2	1										
	4	Air Operations Officer	1435	2				2										
	5	Flying Safety Officer	1444	2				1	1									
	6	Intel Photo Radar Off	2044	1					1									
	7	Electronic Countermeas Off	3024	1				1										
	8	Gunnery Officer	3244	1					1									
	9	Munitions Officer	3254	1				1										

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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	FSG	SSG	A1C	A2C	A3C	A/B
D1701		OPERATIONS & TNG (CONTD)																
	10	Special Weapons	3254	1				1										
	11	Educational Specl	7524	1				1										
	12	Photo Interp Tech	20471	1									1					
	13	Air Operations Supv	27170	3								2	1					
	14	Apr Clerk	70230	3												3		
	15	Clerk	70250	2											2			
	16	Senior Clerk	70250	3										3				
	17	Admin Supv	70270	1									1					
	18	Draftsman	99350	2											2			
	19	Radiological Tech	99570	1									1					
D1917	1	COMMUNICATIONS		3				1				1				1		
	2	Comm Elect Staff Officer	3016	1				1										
	3	Comm Center Supv	29170	1								1						
	4	Apr Clerk	70230	1												1		
E0005	1	MATERIEL		2		1								1				
	2	Director of Materiel	0046	1		1												
	3	Senior Clerk	70250	1										1				
E0006	1	SUPPLY		6				1	1			1		2	1			
	2	Supply Officer	6424	2				1	1									
	3	Orgn Sup Specl	64151	1											1			
	4	Sr Orgn Sup Specl	64151	1										1				
	5	Orgn Sup Supv	64173	1								1						
	6	Senior Clerk	70250	1										1				
E0511	1	LOGISTICS		4				1				2		1				
	2	Supply Staff Officer	6416	1				1										
	3	Acft Maint Supv	43170	1								1						
	4	Stock Control Tech	64175	1								1						
	5	Senior Clerk	70250	1										1				

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WING HEADQUARTERS, BOMB, MEDIUM, JET
ORGANIZATION

T/O 1-1047P

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
E1825	1	MAINTENANCE CONTROL		33			1	2	2	2		12	1	8	4	1		
	2	Aircraft Maint Staff Off	4316	1			1											
	3	Aircraft Maint Off	4344	3				1		2								
	4	Prod Control Off	4355	2				1	1									
	5	Sup Officer	6424	1					1						1			
	6	Comm Center Spcl	29150	1								1						
	7	Radar Maint Supv	30270	1								1						
	8	Bomb Nav Systems Supv	32170	1								1						
	9	Turret Systems Supv	32370	1								4						
	10	Acft Maint Supv	43170	4								3						
	11	Acft Maint Tech	43171	3										1				
	12	Sr Orgn Sup Spcl	64151	1									1			1		
	13	Warehousing Supv	64171	1										5	3			
	14	Apr Clerk	70230	1										1				
	15	Clerk	70250	3														
	16	Sr Clerk	70250	5														
	17	Sr Stenographer	70251	1														
	18	Management Tech	80170	1								1						
	19	Prod Scheduling Tech	80270	1								1						
	20	Sr Statistical Spcl	83150	1										1				
E2785	1	FLIGHT TEST		23				1	1			6	13		2			
	2	Flight Test Maint Off	4334	2				1	1									
	3	Radar Maint Tech	30271	1									1					
	4	K Series System Tech	32171B	1									1					
	5	Turret Systems Tech	32371	2									2					
	6	Acft Maint Tech	43171	15								6	9					
	7	Clerk	70250	2											2			
G0007	1	COMPTROLLER		2			1							1				
	2	Comptroller	0056	1			1											
	3	Senior Stenographer	70251	1										1				

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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	..1C	A2C	A3C	.../B
G1415	1	MANAGEMENT ANALYSIS		2				1				1						
	2	Management Analyst	6746	1				1										
	3	Management Technician	80170	1								1						
		STRENGTH SECTION																
R9030	1	OFFICERS																
	2	General Officer	0002	1	1													
	3	Director of Operations	0036	1		1												
	4	Director of Materiel	0046	1		1												
	5	Comptroller	0056	1			1											
	6	Air Commander	0066	1		1												
	7	Pilot AOB	1244	4				3	1									
	8	Operations Staff Off	1416	4			3	1										
	9	Air Operations Off	1435	2				2										
	10	Flying Safety Officer	1444	2				1	1									
	11	Intel Staff Officer	2016	1			1											
	12	Intel Photo Radar Off	2044	3				1	2									
	13	Intel Off	2054	3				1	1	1								
	14	Comm Elect Staff Officer	3016	1				1										
	15	Elect Countermeasures Off	3024	1				1										
	16	Weapons Officer	3244	1					1									
	17	Munitions Officer	3254	2				2										
	18	Acft Maint Staff Off	4316	1			1											
	19	Flight Test Maint Off	4334	2				1	1									
	20	Acft Maint Officer	4344	3				1		2								
	21	Prod Control Officer	4355	2				1	1									
	22	Sup Staff Officer	6416	1				1										
	23	Sup Officer	6424	3				1	2									
	24	Management Analyst	6746	1				1										
	25	Admin Officer	7024	5				2	2	1								
	26	Personnel Staff Off	7316	1			1											
	27	Personnel Officer	7324	2					2									
	28	Educational Spec	7524	1				1										

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WING HEADQUARTERS, BOMB, MEDIUM, JET
ORGANIZATION

T/O 1-1047P

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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9040	1	AIRMEN																
	2	Sr Intel Oprs Specl	20450	1										1				
	3	Sr Photo Interp Specl	20451	1										1				
	4	Intel Oprs Tech	20470	2								1	1					
	5	Photo Interp Tech	20471	2									2					
	6	Air Oprs Supv	27170	3								2	1					
	7	Comm Center Specl	29150	1											1			
	8	Comm Center Supv	29170	1								1						
	9	Radar Maint Supv	30270	1								1						
	10	Radar Maint Tech	30271	1									1					
	11	Bomb Nav Systems Supv	32170	1								1						
	12	K Series System Tech	32171E	1									1					
	13	Turret Systems Supv	32370	1								1						
	14	Turret Systems Tech	32371	2									2					
	15	Acft Maint Supv	43170	5								5						
	16	Acft Maint Tech	43171	18								9	9					
	17	Apr Orgn Sup Specl	64131	1												1		
	18	Orgn Sup Specl	64151	1											1			
	19	Sr Orgn Sup Specl	64151	3										3				
	20	Warehousing Supv	64171	1									1					
	21	Orgn Sup Supv	64173	1								1						
	22	Stock Control Tech	64175	1								1						
	23	Apr Clerk	70230	11												11		
	24	Clerk	70250	10											10			
	25	Senior Clerk	70250	16										16				
	26	Senior Stenographer	70251	4										4				
	27	Admin Supv	70270	3								2	1					
	28	Historical Tech	72171	1									1					
	29	Career Guidance Specl	73150	1											1			
	30	Sr Personnel Specl	73250	2										2				
	31	Personnel Supv	73270	2								1	1					
	32	Management Tech	80170	2								2						

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9040		AIRMEN (CONTD)																
	33	Prod Scheduling Tech	80270	1								1						
	34	Sr Statistical Specl	83150	1										1				
	35	Draftsman	99350	3											3			
	36	Radiological Tech	99570	1									1					
	37	First Sergeant	99970	1								1						
R9050	1	RECAPITULATION																
	2	OFFICERS		51	1	3	7	22	14	4								
	3	AIRMEN		108								30	22	28	16	12		
	4	AGGREGATE		159														

REMARKS
* Brigadier General.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
CHIEF OF STAFF, UNITED STATES AIR FORCE

OFFICIAL:

K.E. THIEBAUD
COLONEL, USAF
AIR ADJUTANT GENERAL

DISTRIBUTION:
AIR FORCE--ZONE OF INTERIOR AND OVERSEAS:
HQ USAF (200), MAJ AIR COMD (20), SUBOR AIR COMD (20), AIR DIV (10), WG HQ, BOMB, M, J (7)
ARMY:
AS REQUESTED ON DA AGO FORM 12.

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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		PART II QUALIFICATION SECTION																
B0C01	1	COMMAND		2			1					1						
	2	Air Commander	0066	1			1											
	3	First Sergeant	99970	1								1						
C0C20	1	PERSONNEL & ADMINISTRATION		6						1				1	2	2		
	2	Adjutant	7324	1						1								
	3	Apr Clerk	70230	1												1		
	4	Clerk	70250	1											1			
	5	Asst Career Guidance Specl	73130	1												1		
	6	Career Guidance Specl	73150	1											1			
	7	Senior Pers Specl	73250	1										1				
D0443	1	INTELLIGENCE		3					1				1	1				
	2	Intelligence Officer	2054	1					1									
	3	Sr Intell Opr Specl	20450	1										1				
	4	Intell Oprs Tech	20470	1									1					
D1523	1	COMBAT CREWS		45				3	18	24								
	2	Pilot AOB	1244	45				3	18	24								
D1701	1	OPRS & TNG		12				2	2	3		1		1	1	2		
	2	Pilot AOB	1244	3				1	1	1								
	3	Air Oprs Off	1435	2				1	1									
	4	Surv Tng & Equip	1435	1						1								
	5	Comm Off	3034	1						1								
	6	Air Oprs Supv	27170	1								1						
	7	Apr Orgn Sup Specl	64131	1												1		
	8	Orgn Sup Specl	64151	1											1			
	9	Apr Clerk	70230	1												1		
	10	Senior Clerk	70250	1										1				

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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
EC007	1	MAINTENANCE		89				1				21		26	35	6		
	2	Acft Maint Off	4344	1				1										
	3	Aprn Acft Mech	43131J	4												4		
	4	Acft Mech	43151J	7											7			
	5	Sr Acft Mech	43151J	8										8				
	6	Acft Jet Eng Mech	43153	24											24			
	7	Sr Acft Jet Eng Mech	43153	15										15				
	8	Acft Maint Supv	43170	6								6						
	9	Acft Maint Tech	43171J	15								15						
	10	Aprn Auto Mech	47131	1												1		
	11	Aprn Veh/Mtrd Equip Elec	47135	1												1		
	12	Auto Mech	47151	1											1			
	13	Sr Auto Mech	47151	1										1				
	14	Veh/Mtrd Equip Eng Mech	47154	1											1			
	15	Vehicle Operator	60350	1											1			
	16	Sr Vehicle Opr	60350	1										1				
	17	Orgn Sup Specl	64151	1											1			
	18	Sr Clerk	70250	1										1				
F0006	1	SUPPLY		6						1			1	2		2		
	2	Supply Off	6424	1						1								
	3	Aprn Orgn Sup Specl	64131	1												1		
	4	Sr Orgn Sup Specl	64151	2										2				
	5	Orgn Sup Supv	64173	1									1					
	6	Aprn Clerk	70230	1												1		
		STRENGTH SECTION																
R9030	1	OFFICERS																
	2	Air Commander	0066	1			1											
	3	Pilot AOB	1244	48				4	19	25								
	4	Air Oprs Off	1435	3				1	1	1								

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SECURITY INFORMATION

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T/O 1-1178P

BOMBARDMENT SQUADRON, MEDIUM, JET, B-47
ORGANIZATION

T/O 1-1178P

A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
	5	Intelligence Off	2054	1					1									
	6	Comm Off	3034	1						1								
	7	Acft Maint Off	4344	1				1										
	8	Supply Off	6424	1						1								
	9	Pers Off	7324	1						1								
R9040	1	AIRMEN																
	2	Sr Intell Oprs Specl	20450	1										1				
	3	Intell Oprs Tech	20470	1									1					
	4	Air Oprs Supv	27170	1								1						
	5	Aprn Acft Mech	43131J	4												4		
	6	Acft Mech	43151J	7											7			
	7	Sr Acft Mech	43151J	8										8				
	8	Acft Jet Eng Mech	43153	24											24			
	9	Sr Acft Jet Eng Mech	43153	15										15				
	10	Acft Maint Supv	43170	6								6						
	11	Acft Maint Tech	43171J	15								15						
	12	Aprn Auto Mech	47131	1												1		
	13	Aprn Veh/Mtrd Equip Elect	47135	1												1		
	14	Auto Mech	47151	1											1			
	15	Sr Auto Mech	47151	1										1				
	16	Veh/Mtrd Equip Eng Mech	47154	1											1			
	17	Veh Opr	60350	1											1			
	18	Sr Veh Opr	60350	1										1				
	19	Aprn Orgn Sup Specl	64131	2												2		
	20	Orgn Sup Specl	64151	2											2			
	21	Sr Orgn Sup Specl	64151	2										2				
	22	Orgn Sup Supv	64173	1									1					
	23	Aprn Clerk	70230	3												3		
	24	Clerk	70250	1											1			
	25	Sr Clerk	70250	2										2				

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T/O 1-1178P — BOMBARDMENT SQUADRON, MEDIUM, JET, B-47 — T/O 1-1178P

ORGANIZATION

A SECTION CODE	LINE NO	B TITLE	C AFSC	C TOTAL	D GEN	D COL	D LT COL	D MAJ	D CPT	D LT	D W/O	D MSG	D TSG	D SSG	D A1C	D A2C	D A3C	D AB
R9040	26	Asst Career Gdnce Specl	73130	1												1		
	27	Career Guidance Specl	73150	1											1			
	28	Sr Pers Specl	73250	1										1				
	29	First Sergeant	99970	1								1						
R9050	1	RECAPITULATION																
	2	OFFICERS		57			1	6	21	29								
	3	AIRMEN		106								23	2	31	38	12		
	4	AGGREGATE		163														
		PART IIA																
		Modification to be added for 1.25 crews. To be used only when specifically authorized by the Department of The Air Force.																
		Add the following																
		QUALIFICATION SECTION																
D1523	1A	COMBAT CREWS		9					4	5								
	2A	Pilot AOB	1244	9					4	5								
		STRENGTH SECTION																
R9030	1A	OFFICERS																
	3A	Pilot AOB	1244	9					4	5								
R9050	1A	RECAPITULATION																
	2A	OFFICERS		9					4	5								
	4A	AGGREGATE		9														

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A SECTION CODE	LINE NO	B TITLE	C .FSC	D TOT.L	GEN	COL	LT COL	M.J	CPT	LT	W/O	MSG	TSG	SSG	.1C	.2C	.3C	.A/B
		PART IIB																
		Modification to be added for 1.50 crews. To be used only when specifically authorized by the Department of The .ir Force.																
		.dd the following																
		QU.LIFIC.TION SECTION																
D1523	1B	COMB.T CREWS		21				1	10	10								
	2B	Pilot .OB	1244	21				1	10	10								
		STR.NGTH SECTION																
R9030	1B	OFFIC.RS																
	3B	Pilot .OB	1244	21				1	10	10								
		R.C.PITUL.TION																
R9050	1B	OFFICERS		21				1	10	10								
	2B	.GGR.G.TE		21														

BY ORDER OF THE SEC.T.RY OF THE .IR FORCE:

HOYT S. V.NDENBERG
CHIEF OF ST.FF, U.ITED ST.TES .IR FORCE

OFFICI.L:

K.E. THIEB.UD
COLONEL, US.F
.IR .DJUT.NT GENER.L

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Table of Organization
No. 1-7169P
Tentative

Department of the Air Force
Washington, D.C., 1 May 1952

FIELD MAINTENANCE SQUADRON
BOMBARDMENT, MEDIUM, JET

This table will not become effective except upon specific authorization by the Department of the Air Force.

PART I - GENERAL

1. Function--With exceptions of armament and electronics maintenance, to provide for:

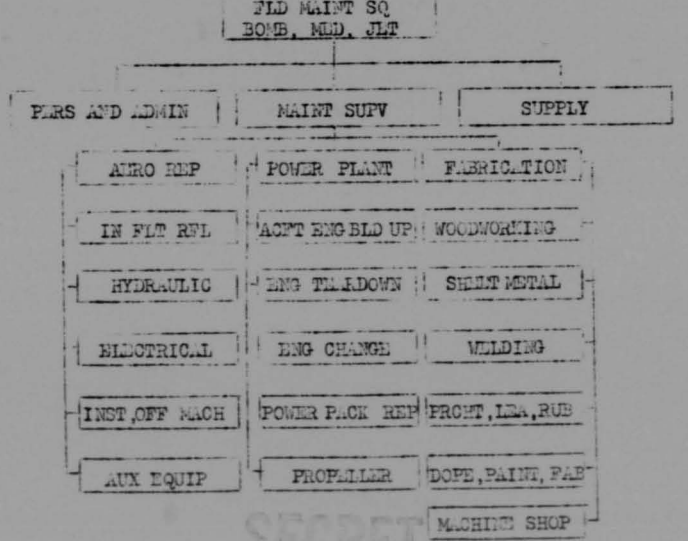
a. All field maintenance, including engine build-up, on wing assigned and transient aircraft.
b. Reclamation of wing assigned aircraft.
c. Field maintenance of office machines.
d. Leather, rubber, and textile equipment repair.
f. Organizational and field maintenance on organically assigned motorized equipment and field maintenance on all other wing motorized equipment utilized in support of aircraft maintenance.

2. Assignment--Normal assignment is one per wing.

3. Capabilities--This squadron is capable of performing the above functions for a medium bombardment, jet, wing consisting of three tactical squadrons, air refueling squadrons and normal support units.

4. Designation--As authorized by Department of the Air Force Letter.

ORGANIZATIONAL CHART



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A	B		C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		PART II QUALIFICATION SECTION																
B0001	1	COMMAND		2			1					1						
	2	Commanding Officer	4316	1			1											
	3	First Sergeant	99970	1								1						
C0020	1	PERSONNEL & ADMINISTRATION		7					1			1		1	2	2		
	2	Adjutant	7024	1					1									
	3	Apr Clerk	70230	1												1		
	4	Clerk	70250	1											1			
	5	Career Guidance Specl	73150	1											1			
	6	Assistant Pers Specl	73230	1												1		
	7	Sr Pers Specl	73250	1										1				
	8	Pers Supv	73270	1								1						
B1821	1	MAINTENANCE SUPERVISION		8				1				3		3		1		
	2	Acft Maint Off	4344	1				1										
	3	Acft Maint Supv	43170	1								1						
	4	Acft Maint Tech	43171	1								1						
	5	Apr Clerk	70230	1												1		
	6	Sr Clerk	70250	2										2				
	7	Prod Scheduling Tech	80270	1								1						
	8	Sr Draftsman	99350	1										1				
E2257	1	POWER PLANT		4					1			1			1	1		
	2	Acft Maint Off	4344	1					1									
	3	Acft Maint Supv	43170	1								1						
	4	Apr Clerk	70230	1												1		
	5	Clerk	70250	1											1			

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A		B	C	D												
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
B2258	1	ENGINE TEARDOWN		6									1	2	3			
	2	Acft Recp Eng Mech	43152A	3											3			
	3	Sr Acft Recp Eng Mech	43152A	2										2				
	4	Acft Maint Tech	43171B	1									1					
B2259	1	POWER PACK REPAIR		3										2	1			
	2	Acft Mechanic	43151B	1											1			
	3	Sr Acft Mech	43151B	1										1				
	4	Sr Acft Recp Eng Mech	43152A	1										1				
B2509	1	AERO REPAIR		39					1			3	2	10	12	11		
	2	Acft Maint Off	4344	1					1									
	3	Apr Acft Mech	43131B	2												2		
	4	Apr Acft Mech	43131J	2												2		
	5	Apr Acft Recp Eng Mech	43132A	3												3		
	6	Apr Acft Jet Eng Mech	43133	2												2		
	7	Acft Mech	43151B	4											4			
	8	Sr Acft Mech	43151B	5										5				
	9	Acft Mech	43151J	3											3			
	10	Sr Acft Mech	43151J	4										4				
	11	Acft Maint Supv	43170	1								1						
	12	Acft Maint Tech	43171	4								2	2					
	13	Apr Veh Opr	60330	2												2		
	14	Vehicle Opr	60350	3											3			
	15	Sr Veh Opr	60350	1										1				
	16	Orgn Sup Specl	64151	1											1			
	17	Clerk	70250	1											1			
B2510	1	IN FLIGHT REFUELING		13									2	5	4	2		
	2	Apr Acft Hydraulics Mech	42530	2												2		
	3	Sr Acft Hydraulics Mech	42550	3										3				
	4	Acft Elect Accessories Repm	42650	4											4			

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
E2510		IN FLIGHT REFUELING (CONT)																
	5	Sr Acft Elect Accy Repmn	42650	2										2				
	6	Acft Elect Addy Tech	42671	2									2					
E2511	1	INSTR & OFF MACH REPAIR		36								1		13	12	10		
	2	Apr Off Mach Mech	40130	1												1		
	3	Sr Off Mach Mech	40150	1										1				
	4	Apr Elect Instr Repmn	40433	4												4		
	5	Elect Instr Repmn	40453	6											6			
	6	Sr Elect Instr Repmn	40453	6										6				
	7	Instr Overhaul Supv	44470	1								1						
	8	Apr Acft Instr Mech	43136	5												5		
	9	Acft Instr Mech	43156	6											6			
	10	Sr Acft Instr Mech	43156	6										6				
E2541	1	AIRCRAFT ENG BUILD-UP		35								2	2	12	14	5		
	2	Apr Acft Recp Eng Mech	43132A	3												3		
	3	Apr Acft Jet Eng Mech	43133	2												2		
	4	Acft Recp Eng Mech	43152A	8											8			
	5	Sr Acft Recp Eng Mech	43152A	6										6				
	6	Acft Jet Eng Mech	43153	6											6			
	7	Sr Acft Jet Eng Mech	43153	6										6				
	8	Acft Maint Supv	43170	1								1						
	9	Acft Maint Tech	43171B	1									1					
	10	Acft Jet Eng Overhaul Supv	43372	1								1						
	11	Acft Jet Eng Overhaul Tech	43373	1									1					
E2677	1	FABRICATION		3					1						1	1		
	2	Fabrication & Repair Off	4364	1					1									
	3	Apr Clerk	70230	1												1		
	4	Clerk	70250	1											1			

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A	B		C	D												
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
E2741	1	DOPE, PAINT & FABRIC		11									1	2	3	5		
	2	Apr Painter	55231	2												2		
	3	Painter	55251	2											2			
	4	Sr Painter	55251	1										1				
	5	Apr Fabric & Lea Worker	58131	3												3		
	6	Fabric & Leather Worker	58151	1											1			
	7	Sr Fabric & Lea. Worker	58151	1										1				
	8	Parachute & Fabric Supv	58171	1									1					
E2873	1	MACHINE SHOP		8								2	2	1	1	2		
	2	Apr Machinist	53130	2												2		
	3	Machinist	53150	1											1			
	4	Sr Machinist	53150	1										1				
	5	Machine Shop Supv	53170	2								2						
	6	Master Machinist	53171	2									2					
E3117	1	SHEET METAL		44								4	3	8	17	12		
	2	Apr Airframe Repmn	53430	12												12		
	3	Airframe Repmn	53450	17											17			
	4	Sr Airframe Repmn	53450	8										8				
	5	Airframe Repair Supv	53470	2								2						
	6	Airframe Repair Tech	53471	5								2	3					
E3221	1	WELDING		7									1	1	2	3		
	2	Apr Metal Proc Specl	53230	3												3		
	3	Metal Proc Specl	53250	2											2			
	4	Sr Metal Proc Specl	53250	1										1				
	5	Metal Proc Supv	53270	1									1					
E3233	1	WOODWORKING		3										1	1	1		
	2	Apr Woodworker	55230	1												1		
	3	Woodworker	55250	1											1			
	4	Sr Woodworker	55250	1										1				

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A		B	C	D														
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
B4145	1	PROPELLER		9								1		3	4	1		
	2	Apr Acft Prop Mech	42330	1												1		
	3	Acft Prop Mech	42350	4											4			
	4	Sr Acft Prop Mech	42350	3										3				
	5	Acft Prop Tech	42371	1								1						
B4333	1	PRCHT LEA RUBB/TXTL		24								1	2	10	9	2		
	2	Apr Prcht Rigger	58130	2												2		
	3	Parachute Rigger	58150	4											4			
	4	Sr Prcht Rigger	58150	5										5				
	5	Fabric & Lea Worker	58151	4											4			
	6	Sr Fabric & Lea Worker	58151	4										4				
	7	Parachute & Fabric Supv	58170	3								1	2					
	8	Rubber Prod Repmn	58250	1											1			
	9	Sr Rubber Prod Repmn	58250	1										1				
B4681	1	ELECTRICAL		39								2	2	13	17	5		
	2	Apr Acft Elect Accy Repmn	42630	1												1		
	3	Acft Elect Accy Repmn	42650	2											2			
	4	Sr Acft Elect Accy Repmn	42650	1										1				
	5	Acft Elect Accy Supv	42670	1								1						
	6	Acft Elct Accy Tech	42671	3								1	2					
	7	Apr Acft Elect	43134B	4												4		
	8	Acft Elect	43154B	15											15			
	9	Sr Acft Elect	43154B	12										12				
B4833	1	HYDRAULIC		21								2	2	6	7	4		
	2	Apr Mech Accy Equip Repmn	42430	2												2		
	3	Mech Accy Equip Repmn	42450	1											1			
	4	Sr Mech Accy Equip Repmn	42450	1										1				
	5	Apr Acft Hydraulics Mech	42530	2												2		
	6	Acft Hydraulics Mech	42550	6											6			
	7	Sr Acft Hydraulics Mech	42550	5										5				

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
B4833	8	Acft Hyd Supv	42570	1								1						
	9	Acft Hyd Tech	42571	3								1	2					
E6060	1	AUXILIARY EQUIPMENT		11										4	4	3		
	2	Acft Elect Accy Repmn	42650	2											2			
	3	Sr Acft Elect Accy Repmn	42650	1										1				
	4	Sr Acft Recp Eng Mech	43152A	2										2				
	5	Apr Auto Mech	47131	3												3		
	6	Auto Mech	47151	2											2			
	7	Sr Auto Mech	47151	2										1				
E8239	1	ENGINE CHANGE		20								2	2	6	7	3		
	2	Apr Acft Mech	43131J	1												1		
	3	Apr Acft Recp Eng Mech	43132A	1												1		
	4	Apr Acft Jet Eng Mech	43133	1												1		
	5	Acft Mech	43151B	1											1			
	6	Sr Acft Mech	43151B	1										1				
	7	Sr Acft Mech	43151J	1										1				
	8	Acft Recp Eng Mech	43152A	4											4			
	9	Sr Acft Recp Eng Mech	43152A	3										3				
	10	Acft Jet Eng Mech	43153	2											2			
	11	Sr Acft Jet Eng Mech	43153	1										1				
	12	Acft Maint Supv	43170	1								1						
	13	Acft Maint Tech	43171	3								1	2					
E0006	1	SUPPLY		11					1	1		1		3	2	3		
	2	Supply Officer	6424	2					1	1								
	3	Apr Orgn Sup Spec1	64131	3												3		
	4	Orgn Supply Spec1	64151	2											2			
	5	Sr Orgn Sup Spec1	64151	2										2				
	6	Orgn Sup Supv	64173	1								1						
	7	Senior Clerk	70250	1										1				

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ORGANIZATION

A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		SELMNTH SECTION																
R9030	1	OFFICERS																
	2	Acft Maint Staff Off	4316	1			1											
	3	Acft Maint Officer	4344	3				1	2									
	4	Fabrication & Repair Off	4364	1					1									
	5	Supply Officer	6424	2					1	1								
	6	Admin Officer	7024	1					1									
R9040	1	AIRMEN																
	2	Apr Off Mach Mech	40130	1												1		
	3	Sr Off Mach Mech	40150	1										1				
	4	Apr Elect Instr Repmn	40433	4												4		
	5	Elect Instr Repmn	40453	6											6			
	6	Sr Elect Instr Repmn	40453	6										6				
	7	Instr Overhaul Supv	40470	1								1						
	8	Apr Acft Prop Mech	42330	1												1		
	9	Acft Prop Mech	42350	4											4			
	10	Sr Acft Prop Mech	42350	3										3				
	11	Acft Prop Tech	42371	1								1						
	12	Apr Mech Accy Equip Repmn	42430	2												2		
	13	Mech Accy Equip Repmn	42450	1											1			
	14	Sr Mech Accy Equip Repmn	42450	1										1				
	15	Apr Acft Hyd Mech	42530	4												4		
	16	Acft Hyd Mech	42550	6											6			
	17	Sr Acft Hyd Mech	42550	8										8				
	18	Acft Hyd Supv	42570	1								1						
	19	Acft Hyd Tech	42571	3								1	2					
	20	Apr Acft Elect Accy Repmn	42630	1												1		
	21	Acft Elect Accy Repmn	42650	8											8			
	22	Sr Acft Elect Accy Repmn	42650	4										4				
	23	Acft Elect Accy Supv	42670	1								1						
	24	Acft Elect Accy Tech	42671	5								1	4					

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A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/1
R9040		AIRMEN (CONTD)																
	25	Apr Acft Mech	43131B	2												2		
	26	Apr Acft Mech	43131J	3												3		
	27	Apr Acft Recp Eng Mech	43132A	7												7		
	28	Apr Acft Jet Eng Mech	43133	5												5		
	29	Apr Acft Elect	43134B	4												4		
	30	Apr Acft Instr Mech	43136	5												5		
	31	Acft Mech	43151B	6											6			
	32	Sr Acft Mech	43151B	7										7				
	33	Acft Mech	43151J	3											3			
	34	Sr Acft Mech	43151J	5										5				
	35	Acft Recp Eng Mech	43152A	15											15			
	36	Sr Acft Recp Eng Mech	43152A	14										14				
	37	Acft Jet Eng Mech	43153	8											8			
	38	Sr Acft Jet Eng Mech	43153	7										7				
	39	Acft Elect	43154B	15											15			
	40	Sr Acft Elect	43154B	12										12				
	41	Acft Instr Mech	43156	6											6			
	42	Sr Acft Instr Mech	43156	6										6				
	43	Acft Maint Supv	43170	5								5						
	44	Acft Maint Tech	43171	8								4	4					
	45	Acft Maint Tech	43171B	2									2					
	46	Acft Jet Eng Overhaul Supv	43372	1								1						
	47	Acft Jet Eng Overhaul Tech	43373	1									1					
	48	Apr Auto Mech	47131	3												3		
	49	Auto Mech	47151	2											2			
	50	Sr Auto Mech	47151	1										1				
	51	Apr Machinist	53130	2												2		
	52	Machinist	53150	1											1			
	53	Sr Machinist	53150	1										1				
	54	Mach Shop Supv	53170	2								2						
	55	Master Machinist	53171	2									2					

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SECURITY INFORMATION

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A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9040		AIRMEN (CONTD)																
	56	Apr Metal Proc Specl	53230	3												3		
	57	Metal Proc Specl	53250	2											2			
	58	Sr Metal Proc Specl	53250	1										1				
	59	Sr Metal Proc Specl	53250	1									1					
	60	Apr Airframe Repmn	53430	12												12		
	61	Airframe Repmn	53450	17											17			
	62	Sr Airframe Repmn	53450	8										8				
	63	Airframe Repair Supv	53470	2								2						
	64	Airframe Repair Tech	53471	5								2	3					
	65	Apr Woodworker	55230	1												1		
	66	Apr Painter	55231	2												2		
	67	Woodworker	55250	1											1			
	68	Sr Woodworker	55250	1										1				
	69	Painter	55251	2											2			
	70	Sr Painter	55251	1										1				
	71	Apr Prcht Rigger	58130	2												2		
	72	Apr Fabric & Lea Worker	58131	3												3		
	73	Prcht Rigger	58150	4											4			
	74	Sr Prcht Rigger	58150	5										5				
	75	Fabric & Lea Worker	58151	5											5			
	76	Sr Fabric & Lea Worker	58151	5										5				
	77	Prcht & Fabric Supv	58170	4								1	3					
	78	Rubb Prod Repmn	58250	1											1			
	79	Sr Rubb Prod Repmn	58250	1										1				
	80	Apr Veh Opr	60330	2												2		
	81	Veh Opr	60350	3											3			
	82	Sr Veh Opr	60350	1										1				
	83	Apr Orgn Sup Specl	64131	3												3		
	84	Orgn Sup Specl	64151	3											3			
	85	Sr Orgn Sup Specl	64151	2										2				
	86	Orgn Sup Supv	64173	1								1						

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T/O 1-7169F — FIELD MAINTENANCE SQ, BOMB, MEDIUM, JET — T/O 1-7169F

ORGANIZATION

A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9040		AIRMEN (CONTD)																
	87	Apr Clerk	70230	4												4		
	88	Clerk	70250	4											4			
	89	Sr Clerk	70250	3										3				
	90	Career Guidance Speel	73150	1											1			
	91	Asst Pers Speel	73230	1												1		
	92	Sr Pers Speel	73250	1										1				
	93	Pers Supv	73270	1								1						
	94	Prod Scheduling Tech	80270	1								1						
	95	Senior Draftsman	99350	1										1				
	96	First Sergeant	99970	1								1						
R9050	1	RECAPITULATION																
	2	OFFICERS		8			1	1	5	1								
	3	AIRMEN		356								27	22	106	124	77		
	4	AGGREGATE		364														

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BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
CHIEF OF STAFF, UNITED STATES AIR FORCE

OFFICIAL:

K.B. THIELAND
COLONEL, USAF
AIR ADJUTANT GENERAL

DISTRIBUTION:
AIR FORCE--ZONE OF INTERIOR AND OVERSEAS:
HQ USAF (200), MAJ AIR COMD (20), SUBOR AIR COMD (10), BOMB WG, M, J (7), FIELD MAINT SQ, BOMB, M, J (2)
ARMY:
AS REQUESTED ON DA AGO FORM 12.

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Table of Organization
No. 1-7171P
Tentative

Department of the Air Force
Washington, D.C., 1 May 1952

PERIODIC MAINTENANCE SQUADRON, BOMBARDMENT, MEDIUM, JET

This table willnot become effective except upon specific authorization by the Department of the Air Force.

PART I - GENERAL

1. Function--To perform intermediate, major, and special inspections, and such other maintenance as may be directed by higher authority, with the exception of armament and electronics maintenance.

2. Assignment--Normal assignment is one per wing.

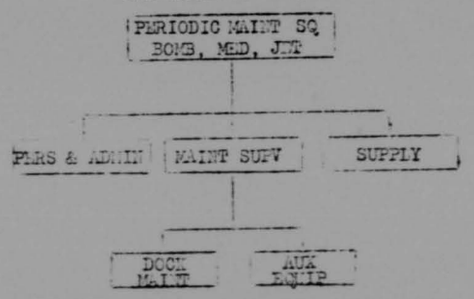
3. Capabilities--This squadron is capable of performing the above functions for a medium bombardment, jet, wing consisting of three tactical squadrons, air refueling squadron, and normal support units. Responsible for organizational maintenance on motorized equipment.

4. Designation--As authorized by Department of the Air Force Letter.

5. Dock Composition--

JET, 5 DOCKS		CONVENTIONAL, 2 DOCKS	
1	43131J	1	43131B
2	43133	4	43132A
2	43151J	5	43151B
10	43453	8	43152A
3	43154	1	43154B
1	43156	1	43170
1	43170	2	43171B
2	43171J	1	64151
1	64151		

ORGANIZATIONAL CHART



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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		PART II																
		QUALIFICATION SECTION																
B0001	1	COMMAND		2			1					1						
	2	Commanding Officer	1316	1			1											
	3	First Sergeant	99970	1								1						
C0070	1	PERSONNEL & ADMINISTRATION		5						1				1	2	1		
	2	Adjutant	7070	1						1								
	3	Apr Clerk	70230	1												1		
	4	Clerk	70250	1											1			
	5	Career Guidance Specl	73150	1											1			
	6	Senior Personnel Specl	73250	1										1				
F1821	1	MAINTENANCE SUPERVISION		6				1	1			2		1	1			
	2	Acft Maint Officer	4344	2				1	1									
	3	Acft Maint Supv	43170	2								2						
	4	Clerk	70250	1											1			
	5	Senior Clerk	70250	1										1				
E2673	1	DOCK MAINTENANCE		161								7	14	55	60	25		
	2	Apr Acft Mech	43131B	2												2		
	3	Apr Acft Mech	43131J	5												5		
	4	Apr Acft Recp Eng Mech	43132A	8												8		
	5	Apr Acft Jet Eng Mech	43133	10												10		
	6	Acft Mech	43151B	5											5			
	7	Senior Acft Mech	43151B	5										5				
	8	Acft Mech	43151J	5											5			
	9	Senior Acft Mech	43151J	5										5				
	10	Acft Recp Eng Mech	43152A	8											8			
	11	Sr Acft Recp Eng Mech	43152A	8										8				
	12	Acft Jet Eng Mech	43153	25											25			
	13	Sr Acft Jet Eng Mech	43153	25										25				

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A SECTION CODE	LINE NO	B TITLE	C AFSC	D TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
E2673		DOCK MAINT (CONTD)																
	14	Acft Elect	43154	7											7			
	15	Sr Acft Elect	43154	8										8				
	16	Acft Elect	43154B	1											1			
	17	Sr Acft Elect	43154B	1										1				
	18	Acft Instrument Mech	43156	2											2			
	19	Sr Acft Instrument Mech	43156	3										3				
	20	Acft Maint Supv	43170	7								7						
	21	Acft Maint Tech	43171B	4									4					
	22	Acft Maint Tech	43171J	10									10					
	23	Orgn Sup Specl	64151	7											7			
F6060	1	AUXILIARY EQUIPMENT		5										2	2	1		
	2	Apr Acft Recp Eng Mech	43132A	1												1		3
	3	Acft Recp Eng Mech	43152A	1											1			
	4	Auto Mech	47151	1											1			
	5	Sr Vehicle Opr	60350	1										1				
	6	Sr Orgn Sup Specl	64151	1										1				
F6006	1	SUPPLY		8						1			1	2	2	2		
	2	Sup Officer	6424	1						1								
	3	Apr Orgn Sup Specl	64131	2												2		
	4	Orgn Sup Specl	64151	2											2			
	5	Sr Orgn Sup Specl	64151	1										1				
	6	Orgn Sup Supv	64173	1									1					
	7	Sr Clerk	70250	1										1				

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T/O 1-717P — PERIODIC MAINT SQ, BOMB, MEDIUM, JET — T/O 1-717IF

ORGANIZATION

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		STRENGTH SECTION																
R9030	1	OFFICERS																
	2	Acft Maint Staff Off	4316	1			1											
	3	Acft Maint Off	4344	2				1	1									
	4	Sup Off	6424	1						1								
	5	Admin Off	7024	1						1								
R9040	1	AIRMEN																
	2	Apr Acft Mech	43131B	2												2		
	3	Apr Acft Mech	43131J	5												5		
	4	Apr Acft Recp Eng Mech	43132A	9												9		
	5	Apr Acft Jet Eng Mech	43133	10												10		
	6	Acft Mech	43151B	5											5			
	7	Sr Acft Mech	43151B	5										5				
	8	Acft Mech	43151J	5											5			
	9	Sr Acft Mech	43151J	5										5				
	10	Acft Recp Eng Mech	43152A	9											9			
	11	Sr Acft Recp Eng Mech	43152A	8										8				
	12	Acft Jet Eng Mech	43153	25											25			
	13	Sr Acft Jet Eng Mech	43153	25										25				
	14	Acft Elect	43154	7											7			
	15	Sr Acft Elect	43154	8										8				
	16	Acft Elect	43154B	1											1			
	17	Sr Acft Elect	43154B	1										1				
	18	Acft Instr Mech	43156	2											2			
	19	Sr Acft Instr Mech	43156	3										3				
	20	Acft Maint Supv	43170	9								9						
	21	Acft Maint Tech	43171E	4									4					
	22	Acft Maint Tech	43171J	10									10					
	23	Auto Mech	47151	1											1			
	24	Sr Vehicle Opr	60350	1										1				
	25	Apr Orgn Sup Spec1	64131	2												2		

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A SECTION CODE	B LINE NO	TITLE	C AFSC	TOTAL	D GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9040		AIRMEN (CONTD)																
	26	Orgn Sup Specl	64151	9										2	9			
	27	Sr Orgn Sup Specl	64151	2									1			1		
	28	Orgn Sup Supv	64173	1														
	29	Apr Clerk	70230	1												1		
	30	Clerk	70250	2											2			
	31	Sr Clerk	70250	2										2				
	32	Career Gdnce Specl	73150	1											1			
	33	Sr Personnel Specl	73250	1										1				
	34	First Sergeant	99970	1								1						
R9050	1	RECAPITULATION																
	2	Officers		5			1	1	1	2								
	3	Airmen		187								10	15	61	67	29		
	4	Aggregate		187														

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
CHIEF OF STAFF, UNITED STATES AIR FORCE

OFFICIAL:

K. E. THIEBAUD
COLONEL, USAF
AIR ADJUTANT GENERAL

DISTRIBUTION:
AIR FORCE - ZONE OF INTERIOR AND OVERSEAS:
HQ USAF (200), MAJ AIR COMD (20), AIR DIV (10), BOMB WG, M, J (7), PERIODIC MAINT SQ, BOMB M, J (2)
ARMY:
AS REQUESTED ON DA AGO FORM 12.

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Table of Organization
No. 1-7170P
Tentative

Department of the Air Force
Washington, D.C., 1 May 1952

ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON,
BOMBARDMENT, MEDIUM, JET

This table will not become effective except upon specific authorization by the Department of the Air Force.

PART I - GENERAL

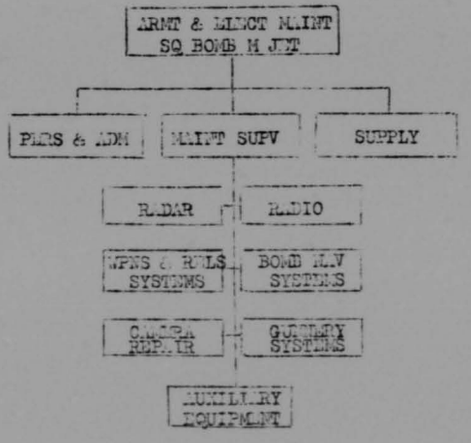
1. Function--To provide armament and electronics flight line, periodic and field maintenance to insure proper service to the wing.

2. Assignment--Normal assignment is one per wing.

3. Capabilities--This squadron is capable of providing flight line, periodic, field maintenance, and reclamation service on all airborne armament and electronics equipment consisting of radar, radios, fire control systems and weapons; reclamation service on all communications and electronics equipment assigned or organic to the wing field maintenance of airborne and ground communications and electronics equipment, except telephone, teletype, and radio nets that are assigned or organic to the operations squadron. Also responsible for organizational maintenance of motorized equipment.

4. Designation--As authorized by Department of the Air Force Letter.

ORGANIZATIONAL CHART



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ORGANIZATION

A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		PART II QUALIFICATION SECTION																
B0001	1	COMMAND		2			1					1						
	2	Commanding Officer	3216	1			1											
	3	First Sergeant	99970	1								1						
C0020	1	PERSONNEL & ADMINISTRATION		7					1					1	3	2		
	2	Adjutant	7024	1					1									
	3	Apr Clerk	70230	1												1		
	4	Clerk	70250	2											2			
	5	Career Guidance Specl	73150	1											1			
	6	Asst Pers Specl	73230	1												1		
	7	Sr Personnel Specl	73250	1										1				
E1821	1	MAINTENANCE SUPERVISION		14				3	2	1		4	1	1	2			
	2	Air Elect Off	3054	2				1	1									
	3	Armament Systems Off	3234	3				2	1									
	4	Munitions Off	3254	1						1								
	5	Radio Maint Supv	30170	1									1					
	6	Radar Maint Supv	30270	1								1						
	7	Bomb Nav Systems Supv	32170	1								1						
	8	Turret Systems Supv	32370	1								1						
	9	Clerk	70250	2											2			
	10	Sr Clerk	70250	1										1				
	11	Radiological Tech	99570	1								1						
E2293	1	RADAR		36								3	9	12	8	4		
	2	Apr Radar Mech	30230	4												4		
	3	Radar Mech	30250	8											8			
	4	Sr Radar Mech	30250	12										12				
	5	Radar Maint Supv	30270	6								2	4					
	6	Radar Maint Tech	30271	6								1	5					

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	SGT	TSG	SSG	A1C	AMC	A3C	A/3
E2305	1	RADIO		41								3	7	11	15	5		
	2	Apr Radio Mech	30130	5												5		
	3	Radio Mech	30150	15											15			
	4	Sr Radio Mech	30150	11										11				
	5	Radio Maint Supv	30170	5								2	3					
	6	Radio Maint Tech	30171	5								1	4					
E2617	1	CAMERA REPAIR		12								1	2	5	3	1		
	2	Apr Camera Repmn	40330	1												1		
	3	Camera Repmn	40350	3											3			
	4	Senior Camera Repmn	40350	5										5				
	5	Camera Repair Tech	40370	3								1	2					
E6060	1	AUXILIARY EQUIPMENT		5									1	2	2			
	2	Automotive Mech	47151	2											2			
	3	Sr Auto Mech	47151	2										2				
	4	Vehicle Maint Tech	47171	1									1					
E8353	1	GUNNERY SYSTEMS		61					1			5	13	21	15	6		
	2	Armament Systems Officer	3234	1					1									
	3	Apr Gunlaying System Mech	32330C	6												6		
	4	Gunlaying System Mech	32350C	15											15			
	5	Sr Gunlaying System Mech	32350C	21										21				
	6	Turret Systems Supv	32370	6								5	1					
	7	Turret System Tech	32371C	12									12					
E8354	1	WEAPONS & MISSILE SYS		48					1			2	8	13	21	3		
	2	Armament Systems Off	3234	1					1									
	3	Rocket Propulsion Specl	44130	4											4			
	4	Sr Rocket Propulsion Specl	44130	2										2				
	5	Rocket Propulsion Tech	44170	2									2					
	6	Apr Weapons Mech	46230	3												3		

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ORGANIZATION

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
E8354		WPNS & RELEASES SYS (CONTD)																
	7	Weapons Mech	46250	17											17			
	8	Sr Weapons Mech	46250	11										11				
	9	Weapons Maint Supv	46270	8								2	6					
E8355	1	BOMB NAVIGATION SYS		97					2			13	15	46	14	7		
	2	Armament Systems Officer	3234	2					* 2									
	3	Apr K Series Sys Mech	32130B	5												5		
	4	Sr K Series Stab Optics Specl	32150B	2										2				
	5	Sr K Series Radar/Interconn	32150C	2										2				
	6	Sr K Series Computer Specl	32150D	2										2				
	7	K Series Sys Mech	32150E	12											12			
	8	Sr K Series Sys Mech	32150E	38										38				
	9	Bomb Nav Sys Supv	32170	2								2						
	10	K Series Sys Tech	32171E	25								11	14					
	11	Apr Elect Instr Repmn	40433	2												2		
	12	Elect Instr Repmn	40453	2											2			
	13	Sr Elect Instr Repmn	40453	2										2				
	14	Instr Overhaul Tech	40471	1									1					
E0006	1	SUPPLY		8					1			1	1	2	2	1		
	2	Supply Officer	6424	1					1									
	3	Aprn Orgn Sup Specl	64131	1												1		
	4	Orgn Sup Specl	64151	2											2			
	5	Sr Orgn Sup Specl	64151	2										2				
	6	Orgn Sup Supv	64173	2								1	1					
		STRENGTH SECTION																
R9030	1	OFFICERS																
	2	Air Electronics Officer	3054	2				1	1									
	3	Armament Staff Officer	3216	1			1											
	4	Armament Systems Officer	3234	7				2	5									

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ORGANIZATION

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9030		OFFICERS (CONTD)																
	5	Munitions Officer	3254	1						1								
	6	Supply Officer	6424	1					1									
	7	Admin Officer	7024	1					1									
R9040	1	AIRMEN																
	2	Apr Radio Mech	30130	5												5		
	3	Radio Mech	30150	15											15			
	4	Sr Radio Mech	30150	11										11				
	5	Radio Maint Supv	30170	6								2	4					
	6	Radio Maint Tech	30171	5								1	4					
	7	Apr Radar Mech	30230	4												4		
	8	Radar Mech	30250	8											8			
	9	Sr Radar Mech	30250	12										12				
	10	Radar Maint Supv	30270	7								3	4					
	11	Radar Maint Tech	30271	6								1	5					
	12	Apr K Series Sys Mech	32130E	5												5		
	13	Sr K Series Stab Optics Spec	32150B	2										2				
	14	Sr K Series Radar/Interconn	32150C	2										2				
	15	Sr K Series Computer Spec1	32150D	2										2				
	16	K Series Sys Mech	32150E	12											12			
	17	Sr K Series Sys Mech	32150E	38										38				
	18	Bomb Nav Sys Supv	32170	3								3						
	19	K Series Sys Tech	32171E	25								11	14					
	20	Apr Gunlaying Sys Mech	32330C	6												6		
	21	Gunlaying System Mech	32350C	15											15			
	22	Sr Gunlaying Sys Mech	32350C	21										21				
	23	Tur Sys Supv	32370	7								6	1					
	24	Turret Sys Tech	32371C	12									12					
	25	Apr Camera Repmn	40330	1												1		
	26	Camera Repmn	40350	3											3			
	27	Sr Camera Repmn	40350	5										5				
	28	Camera Repair Tech	40370	3								1	2					

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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9040		AIRMEN (CONTD)																
	29	Aprn Elect Instr Repmn	40433	2												2		
	30	Elect Instr Repmn	40453	2											2			
	31	Sr Elect Instr Repmn	40453	2										2				
	32	Instr Overhaul Tech	40471	1									1					
	33	Rocket Propulsion Spcl	44130	4											4			
	34	Sr Rocket Propulsion Spcl	44130	2										2				
	35	Rocket Propulsion Tech	44170	2									2					
	36	Apr Weapons Mech	46230	3												3		
	37	Weapons Mech	46250	17											17			
	38	Sr Weapons Mech	46250	11										11				
	39	Weapons Maint Supv	46270	8								2	6					
	40	Auto Mech	47151	2											2			
	41	Sr Auto Mech	47151	2										2				
	42	Veh Maint Tech	47171	1									1					
	43	Apr Orgn Sup Spcl	64131	1												1		
	44	Orgn Sup Spcl	64151	2											2			
	45	Sr Orgn Sup Spcl	64151	2										2				
	46	Orgn Sup Supv	64173	2								1	1					
	47	Apr Clerk	70230	1												1		
	48	Clerk	70250	4											4			
	49	Sr Clerk	70250	1										1				
	50	Career Guidance Spcl	73150	1											1			
	51	Assistant Pers Spcl	73230	1												1		
	52	Sr Personnel Spcl	73250	1										1				
	53	Radiological Tech	99570	1								1						
	54	First Sergeant	99970	1								1						

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A		B	C	D												
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9050	1	RECAPITULATION																
	2	OFFICERS		13			1	3	8	1								
	3	AIRMEN		318								33	57	114	85	29		
	4	AGGREGATE		331														

* One additionally qualified as Air Electronics Officer, AFSC 3054.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
CHIEF OF STAFF, UNITED STATES AIR FORCE

OFFICIAL:

K.E. THIEBAUD
COLONEL, USAF
AIR ADJUTANT GENERAL

DISTRIBUTION:
AIR FORCE--ZONE OF INTERIOR AND OVERSEAS:
HQ USAF (200), MAJ AIR COMD (20), SUBOR AIR COMD (20), AIR DIV (10), BOMB WG, M, J (7), ARMT AND ELECT MAINT SQ, BOMB,(2)
ARMY:
AS REQUESTED ON DA AGO FORM 12.

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A		B	C				D										
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	1C	2C	3C	/B
		PART II QUALIFICATION SECTION																
B0001	1	COMMAND		2			1					1						
	2	Air Commander	0066	1			1											
	3	First Sergeant	99970	1								1						
C0020	1	PERSONNEL & ADMIN		6					1					1	2	2		
	2	Adjutant	7324	1					1									
	3	Opns Clerk	70230	1												1		
	4	Clerk	70250	1											1			
	5	Asst Career Gdnce Spacl	73130	1												1		
	6	Career Gdnce Specl	73150	1											1			
	7	Sr Pers Specl	73250	1										1				
D0443	1	INTELLIGENCE		3					1				1	1				
	2	Intelligence Off	2054	1					1									
	3	Sr Intell Oprs Specl	20450	1										1				
	4	Intell Oprs Tech	20470	1									1					
D1523	1	COMBAT CREWS		140				4	26	30		30	10	40				
	2	Pilot Bombardment	12340	40				4	16	20								
	3	Acft Obsr Nav	15344	20					10	10								
	4	Sr Airbourne Radio Opr	29353	20										20				
	5	Sr In/Flt Rflg Specl	43159	20										20				
	6	In/Flt Rflg Tech	43179	20								10	10					
	7	Flt Engr Tech	43271B	20								20						
D1701	1	OPNS & TNG		12				2		3		1		1	3	2		
	2	Air Oprs Off	1435	1				1										
	3	Surv Tng & Equip	1435	1						1								
	4	Acft Obsr Nav	15344	1				1										

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	SGT	2C	3C	A/B
D1701	5	Comm Off	3034	1						1								
	6	Acft Perf Engr	4324	1						1								
	7	Air Oprs Supv	27170	1								1						
	8	Aprn Orgn Sup Specl	64131	1											1			
	9	Orng Sup Specl	64151	2											2			
	10	Aprn Clerk	70230	1												1		
	11	Sr Clerk	70250	1										1				
	12	Draftsman	90350	1											1			
E0007	1	MAINTENANCE		109				1				28	6	22	29	23		
	2	Acft Maint Off	4344	1				1										
	3	Aprn Acft Mech	43131B	22												22		
	4	Aprn Acft Recp Eng Mech	43132A	1												1		
	5	Acft Mech	43151B	10											10			
	6	Sr Acft Mech	43151B	8										8				
	7	Acft Recp Eng Mech	43152A	16											16			
	8	Sr Acft Recp Eng Mech	43152A	14										14				
	9	Acft Maint Supv	43170	4								4						
	10	Acft Maint Tech	43171B	30								24	6					
	11	Auto Mech	47151	1											1			
	12	Orgn Sup Specl	64151	1											1			
	13	Clerk	70250	1											1			
F0006	1	SUPPLY		7						1			1	2		2	1	
	2	Supply Off	6424	1						1								
	3	Supply Helper	64010	1													1	
	4	Aprn Orgn Sup Specl	64131	1												1		
	5	Sr Orgn Sup Specl	64151	2										2				
	6	Orgn Sup Supv	64173	1									1					
	7	Aprn Clerk	70230	1												1		

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T/O 1-1179P — AIR REFUELING SQUADRON, KC-97 — T/O 1-1179P

ORGANIZATION

A		B	C	D														
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	W/O	MSG	TSG	SSG	AIC	A2C	3C	A/B
		STRENGTH SECTION																
R9030	1	OFFICERS																
	2	Air Commander	0066	1			1											
	3	Pilot Bombardment	12340	40				4	16	20								
	4	Air Oprs Off	1435	2				1		1								
	5	Acft Obsr Nav	1534A	21				1	10	10								
	6	Intell Off	2054	1					1									
	7	Comm Off	3034	1						1								
	8	Acft Perf Engr	4324	1						1								
	9	Acft Maint Off	4344	1				1										
	10	Sup Off	6424	1						1								
	11	Pers Off	7324	1					1									
R9040	1	AIRMEN																
	2	Sr Intell Oprs Spcl	20450	1										1				
	3	Intell Oprs Tech	20470										1					
	4	Air Oprs Supv	27170	1								1						
	5	Sr Airborne Radio Opr	29353	20										20				
	6	Aprn Acft Mech	43131B	22												22		
	7	Aprn Acft Recp Eng Mech	43132A	1												1		
	8	Acft Mech	43151B	10											10			
	9	Sr Acft Mech	43151B	8										8				
	10	Acft Recp Eng Mech	43152A	16											16			
	11	Sr Acft Recp Eng Mech	43152A	14										14				
	12	Sr In/Flt Rflg Spcl	43159	20										20				
	13	Acft Maint Supv	43170	4								4						
	14	Acft Maint Tech	43171B	30								24	6					
	15	In/Flt Rflg Tech	43170	20								10	10					
	16	Flt Engr Tech	43271B	20								20						
	17	Auto Mech	47151	1											1			
	18	Supply Helper	64010	1														1

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	AIC	A2C	A3C	A/B
R9040		AIRMEN (CONTD)																
	19	Apr Orgn Sup Specl	64131	2												2		
	20	Orgn Sup Specl	64151	3										2	3			
	21	Sr Orgn Sup Specl	64151	2									1					
	22	Orgn Sup Supv	64173	1												3		
	23	Apr Clerk	70230	3											2			
	24	Clerk	70250	2										1				
	25	Sr Clerk	70250	1												1		
	26	Asst Career Guidance Specl	73130	1											1			
	27	Career Guidance Specl	73150	1										1				
	28	Sr Pers Specl	73250	1											1			
	29	Draftsman	99350	1								1						
	30	First Sergeant	99970	1														
R9050	1	RECAPITULATION																
	2	OFFICERS		70			1	7	28	34		60	18	67	34	29	1	
	3	AIRMEN		209														
	4	AGGREGATE		279														
		PART IIA																
		Modification to be added for 1.25 crews. To be used only when specifically authorized by the Department of the Air Force.																
		Add the Following																
		QUALIFICATION SECTION																
D1523	1a	COMBAT CREWS		35				1	6	8		7	3	10				
	2a	Pilot, Bombardment	1234C	10				1	4	5								
	3a	Acft Observer, Nav	1534a	5					2	3								

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A	B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
D1523		COMBAT CREWS (CONTD)																
	4A	Sr Airborne Radio Opr	29353	5										5				
	5A	Sr In/Flt Rflg Specl	43159	5										5				
	6A	In/Flt Rflg Tech	43179	5								2	3					
	7A	Flt Eng Tech	43271B	5								5						
		STRENGTH SECTION																
R9030	1A	OFFICERS																
	3A	Pilot, Bombardment	1234C	10				1	4	5								
	5A	Acft Observer, Nav	1534A	5					2	3								
R9040	1A	AIRMEN																
	5A	Sr Airborne Radio Opr	29353	5										5				
	12A	Sr In/Flt Rflg Specl	43159	5										5				
	15A	In/Flt Rflg Tech	43179	5								2	3					
	16A	Flt Eng Tech	43271B	5								5						
R9050	1A	RECAPITULATION																
	2A	OFFICERS		15				1	6	8								
	3A	AIRMEN		20								7	3	10				
	4A	AGGREGATE		35														
		PART IIB																
		Modification to be added for 1.50 crews. To be used only when specifically authorized by the Department of the Air Force.																
		Add the Following																

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ORGANIZATION

A	B	C	D														
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		QUALIFICATION SECTION																
D1523	1B	COMBAT CREWS		70				2	13	15		15	5	20				
	2B	Pilot, Bombardment	1234C	20				2	8	10								
	3B	Acft Observer, Nav	1534A	10					5	5								
	4B	Sr Airborne Radio Opr	29353	10										10				
	5B	Sr In/Flt Rflg Specl	43159	10										10				
	6B	In/Flt Rflg Tech	43179	10								5	5					
	7B	Flt Eng Tech	43271B	10								10						
		STRENGTH SECTION																
R9030	1B	OFFICERS																
	3B	Pilot, Bombardment	1234C	20				2	8	10								
	5B	Acft Observer, Nav	1534A	10					5	5								
R9040	1B	AIRMEN																
	5B	Sr Airborne Radio Opr	29353	10										10				
	12B	Sr In/Flt Rflg Specl	43159	10										10				
	15B	In/Flt Refueling Tech	43179	10								5	5					
	16B	Flt Eng Tech	43271B	10								10						
R9050	1B	RECAPITULATION																
	2B	OFFICERS		30				2	13	15								
	3B	AIRMEN		40								15	5	20				
	4B	AGGREGATE		70														

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
CHIEF OF STAFF, UNITED STATES AIR FORCE

OFFICIAL:

K.E. THIERAUD
COLONEL, USAF
AIR ADJUTANT GENERAL

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Table of Organization
No. 1-9022

Department of the Air Force
Washington, D.C., 1 Jan 1952

COMPOSITE MEDICAL GROUP

This table will not become effective except upon specific authorization by the Department of the Air Force.

PART I - GENERAL

1. Function--To provide and maintain Medical services, including organic medical supply, for certain Air Force wings.

2. Assignment--One per wing as determined by the strength and mission of the wing.

3. Capabilities--a. Hospitalization, except for those cases requiring prolonged definitive care and treatment or highly specialized diagnostic or therapeutic procedures. When organized as a group dispensary, only short term in-patient medical care will be provided.

b. Aero-medical and care of flyer programs.

c. Medical support for tactical operations.

d. Out-patient and dispensary service.

e. Dental service.

f. Preventive medicine activities, including inspection of subsistence and environmental sanitation.

g. Medical evacuation.

h. Receipt, storage, issue, and accountability of medical supplies and equipment.

i. Training of medical personnel.

j. Food Services for assigned and patient personnel.

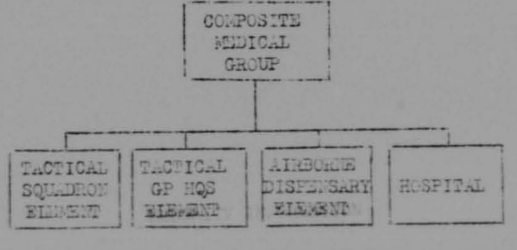
k. Medical service for other than assigned or attached military personnel.

l. Organizational or operator maintenance of assigned equipment, including vehicles.

4. Composition--The composite medical group normally is organized as follows:

1	Tactical Group Headquarters Element.
3	Tactical Squadron Elements, 1 per tactical squadron organic to the wing.
1	Hospital 50 bed, 100 bed, or 150 bed.
1	Airborne Dispensary.

5. Designation--As authorized by Department of the Air Force Letter.



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SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
		PART II MA 50 BED HOSPITAL QUALIFICATION SECTION																
H3409	1	50 BED HOSPITAL																
	2	Med Sup Off	9034	1						1								
	3	Internist	9366	1				1										
	4	Nurse, Admin	9716	1					1									
	5	Nurse, Operating Rm	9734	1					1									
	6	Nurse, General	9754	4						4								
	7	Dental Off, General	9826	1				1										
	8	Veterinary Off, Gen	9926	1				1										
	9	Motor Trans Helper	60310	2													2	
	10	Apr Veh Opr	60330	1												1		
	11	Veh Opr	60350	1											1			
	12	Foor Svs Atdnt	62010	3													3	
	13	Cook	62250	1											1			
	14	Sr Cook	62250	1										1				
	15	Food Svs Supv	62270	1									1					
	16	Sr Meat Cutter	62350	1										1				
	17	Sr Orgn Sup Specl	64151	1										1				
	18	Apr Clerk	70230	3												3		
	19	Clerk	70250	2											2			
	20	Sr Steno	70251	1										1				
	21	Career Guidance Specl	73150	1											1			
	22	Sr Personnel Specl	73250	1										1				
	23	Medical Helper	90010	5													5	
	24	Medical Svs Apr	90230	8												8		
	25	Medical Svs Specl	90250	5											5			
	26	Sr Medical Svs Specl	90250	1										1				
	27	Sr Radiology Specl	90350	1										1				
	28	Medical Lab Specl	90450	1											1			

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A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
H3409		50 BED HOSP (CONTD)																
	29	Medical Material Apr	90630	1												1		
	30	Med Mat Specl	90650	1											1			
	31	Vet Specl	90350	1											1			
	32	Dental Apr	90930	1												1		
	33	Dental Specl	90950	1											1			
R9050	1	RECAPITULATION																
	2	Officers		10				3	2	5								
	3	Airmen		46									1	7	14	14	10	
	4	Aggregate		56														
		PART II AB 100 BED HOSPITAL QUALIFICATION SECTION																
H3417	1	100 BED HOSPITAL																
	2	Registrar	9025	1						1								
	3	Med Sup Off	9034	1						1								
	4	Sn & Industrial Hygiene Engr	9124	1						1								
	5	CofPS	9352	1			1											
	6	Internist	9386	1				1										
	7	Otolaryngologist	9446	1					1									
	8	Nurse, Admin	9716	1					1									
	9	Nurse, Operating Rm	9734	1					1									
	10	Nurse, Anesthetist	9744	1						1								
	11	Nurse, General	9754	7						7								
	12	Dental Off, Gen	9826	2				1	1									
	13	Vet Off, Gen	9926	1				1										
	14	Motor Trans Helper	60310	2													2	
	15	Apr Veh Opr	60330	2												2		

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T/O 1-9022 COMPOSITE MEDICAL GROUP ORGANIZATION T/O 1-9022

A	B	C	D														
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
H3417		100 BED HOSP (CONTD)																
	16	Veh Opr	60350	1											1			
	17	Food Svs Atdnt	62010	4													4	
	18	Baker	62150	1											1			
	19	Apr Cook	62230	1												1		
	20	Cook	62250	2											2			
	21	Sr Cook	62250	4										4				
	22	Food Svs Supv	62270	1									1					
	23	Sr Meat Cutter	62350	1										1				
	24	Sr Orgn Sup Specl	64151	1										1				
	25	Apr Clerk	70230	4												4		
	26	Clerk	70250	2											2			
	27	Senior Steno	70251	1										1				
	28	Career Guidance Specl	73150	1											1			
	29	Sr Personnel Specl	73250	1										1				
	30	Med Helper	90010	8													8	
	31	Med Svs Apr	90230	10												10		
	32	Med Svs Specl	90250	8											8			
	33	Sr Med Svs Specl	90250	1										1				
	34	Med Svs Supv	90270	1									1					
	35	Radiology Apr	90330	1												1		
	36	Sr Radiology Specl	90350	1										1				
	37	Med Lab Specl	90450	1											1			
	38	Sr Med Lab Specl	90450	1										1				
	39	Med Material Apr	90630	1												1		
	40	Med Material Specl	90650	1											1			
	41	Vet Specl	90850	1											1			
	42	Dental Apr	90930	1												1		
	43	Dental Specl	90950	2											2			
	44	Sr Dental Specl	90905	1										1				

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SECURITY INFORMATION

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T/O 1-9022

COMPOSITE MEDICAL GROUP
ORGANIZATION

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9050	1	RECAPITULATION																
	2	Officers		19			1	3	4	11								
	3	Airmen		68									2	12	20	20	14	
	4	Aggregate		87														
		PART II AC 150 BED HOSPITAL QUALIFICATION SECTION																
H3425	1	150 BED HOSPITAL																
	2	Registrar	9025	1						1								
	3	Med Sup Off	9024	1					1									
	4	Sn & Industrial Hygiene Engr	9134	1					1									
	5	CofPS	9256	1			*1											
	6	Internist	9336	1			1											
	7	Otolaryngologist	9446	1				1										
	8	Radiologist	9636	1				1										
	9	Nurse, Admin	9716	1					1									
	10	Nurse, Operating Rm	9734	1					1									
	11	Nurse, Anesthetist	9744	1						1								
	12	Nurse, General	9754	12					1	11								
	13	Dental Off, Gen	9826	3			1	1	1									
	14	Oral Surgeon	9836	1				1										
	15	Prosthodontist	9856	1				1										
	16	Vet Off, Gen	9926	1				1										
	17	Med Equip Repmn	40550	1											1			
	18	Motor Trans Helper	60310	2													2	
	19	Apr Veh Opr	60330	2												2		
	20	Veh Opr	60350	2											2			
	21	Food Svs Atdnt	62010	6													6	
	22	Baker	62150	1											1			
	23	Apr Cook	62230	2												2		

SECURITY INFORMATION

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T/O 1-9022 COMPOSITE MEDICAL GROUP ORGANIZATION T/O 1-9022

A	B	C	D														
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
H3425		150 BED HOSP (CONTD)																
	24	Cook	62250	3											3			
	25	Sr Cook	62250	5										5				
	26	Food Svs Supv	62270	1									1					
	27	Sr Meat Cutter	62350	1										1				
	28	Sr Orgn Sup Spec1	64151	1										1				
	29	Clerk Helper	70010	2													2	
	30	Apr Clerk	70230	4												4		
	31	Clerk	70250	2											2			
	32	Sr Steno	70251	1										1				
	33	Sr Career Gdence Spec1	73150	1										1				
	34	Personnel Spec1	73250	1											1			
	35	Med Helper	90010	14													14	
	36	Med Svs Apr	90230	23												23		
	37	Med Svs Spec1	90250	14											14			
	38	Sr Med Svs Spec1	90250	3										3				
	39	Med Svs Supv	90270	1									1					
	40	Radiology Apr	90330	1												1		
	41	Sr Radiology Spec1	90350	1										1				
	42	Med Lab Spec1	90450	2											2			
	43	Sr Med Lab Spec1	90450	1										1				
	44	Med Material Apr	90630	1												1		
	45	Med Mat Spec1	90650	1											1			
	46	Sr Med Admin Spec1	90651	1										1				
	47	Preventive Med Spec1	90750	1											1			
	48	Vet Spec1	90850	1											1			
	49	Dental Apr	90930	2												2		
	50	Dental Spec1	90950	3											3			
	51	Sr Dental Spec1	90950	2										2				

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T/O 1-9022 COMPOSITE MEDICAL GROUP ORGANIZATION T/O 1-9022

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9050	1	RECAPITULATION																
	2	Officers		23			3	6	6	13								
	3	Airmen		110									2	17	32	35	24	
	4	Aggregate		138														
		PART II AD TACTICAL SQUADRON ELEMENT QUALIFICATION SECTION																
H1103	1	TACTICAL SQUADRON ELEMENT																
	2	Flight Surgeon	9356	1					1									
	3	Sr Aero Med Specl	90150	1										1				
	4	Sr Med Lab Specl	90450	1										1				
	5	Sr Med Admin Specl	90651	1										1				
R9050	1	RECAPITULATION																
	2	Officers		1					1									
	3	Airmen		3										3				
	4	Aggregate		4														
		PART II AE TACTICAL GROUP HQS ELEMENT QUALIFICATION SECTION																
H1099	1	TACTICAL GP HQS ELEMENT																
	2	Commanding Officer	9316	1		*=1												
	3	Sr Aero Med Specl	90150	1										1				
	4	Sr Med Lab Specl	90450	1										1				
	5	Med Admin Supv	90670	1									1					

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T/O 1-9022

COMPOSITE MEDICAL GROUP
ORGANIZATION

T/O 1-9022

A		B	C	D													
SECTION CODE	LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B
R9050	1	RECAPITULATION																
	2	Officers		1		1												
	3	Airmen		3									1	2				
	4	Aggregate		4														
		PART II AF AIRBORNE DISPENSARY QUALIFICATION SECTION																
H3437	1	AIRBORNE DISPENSARY																
	2	Adjutant	9025	1				***1										
	3	General Surgeon	9416	1			1											
	4	Dental Off, Gen	9826	1					1						1			
	5	Sr Elect	56150	1												1		
	6	Apr Cook	62230	1														
	7	Cook	62250	1											1			
	8	Sr Cook	62250	1										1				
	9	Clerk	70250	1											1			
	10	Sr Med Svs Specl	90250	2										2				
	11	Radiology Specl	90350	1											1			
	12	Sr Med Lab Specl	90450	1										1				
	13	Sr Pharmacy Specl	90550	1										1				
	14	Med Admin Supv	90670	2								1	1					
	15	Preventive Med Apr	90730	1												1		
	16	Dental Specl	90950	1											1			
	17	Sr Dental Lab Specl	90951	1										1				
R9050	1	RECAPITULATION																
	2	Officers		3			1		2									
	3	Airmen		15								1	1	6	5	2		
	4	Aggregate		18														

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C/O 1-9022 COMPOSITE MEDICAL GROUP ORGANIZATION T/O 1-9022

A	B	C	D													
SECTION CODE LINE NO	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CPT	LT	W/O	MSG	TSG	SSG	A1C	A2C	A3C	A/B

REMARKS: * Chief or professional and care of flyer services.
** Additionally qualified as Flight Surgeon, AFSC 9356 and additional duty as Wing Surgeon.
*** Additional duty as Detachment Commander.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
CHIEF OF STAFF, UNITED STATES AIR FORCE

OFFICIAL:

K. E. THIEBAUD
COLONEL, USAF
AIR ADJUTANT GENERAL

DISTRIBUTION:

AIR FORCE - ZONE OF INTERIOR AND OVERSEAS:
HQ USAF (200), MAJ AIR COMDS (20), SUBOR AIR COMD (20), AIR DIV (10), WG (7), MED GP (4), MED SQ (2), BASE (2)
ARMY:
AS REQUESTED ON DA AGO FORM 12

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HISTORY

OF

373RD BOMBARDMENT SQUADRON M

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 July - 31 July

1953

William R. Sundermann

WILLIAM R. SUNDERMANN
Captain, USAF
Historical Officer

Haywood C. Vaughan

HAYWOOD C. VAUGHAN
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

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Prepared By S/Sgt Richard C. Ford

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KEY PERSONNEL

COMMANDER	MAJOR EDWIN J WHITE JR
ADJUTANT	CAPTAIN WILLIAM R SUNDERMANN
OPERATIONS OFFICER	MAJOR MAYRON H ROWE
ENGINEERING OFFICER	1ST LIEUTENANT DONALD E CRAVEN
SUPPLY OFFICER	1ST LIEUTENANT ROBERT P FULMER
INTELLIGENCE OFFICER	1ST LIEUTENANT H B SINQUEFIELD

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OPERATIONS AND TRAINING

During July, the 373rd Bombardment Squadron accomplished more than one hundred and seventy-eight (178) flying hours. A shortage of aircraft and of flight engineers, plus crew personnel not having had current standardization checks, hindered the accomplishment of more flying time. 308th Bombardment Wing Standardization Aircraft Commander gave stand-board checks to Major EDWIN J. WHITE JR (instructor pilot check), Captain JACQUE G. BEEZLEY (aircraft commander check), and 2nd Lieutenant ERNEST L. DAWE JR (co-pilot check); which they all passed successfully. Late in the month, Major MAYRON H. ROWE, Captain DENIS J. LEHN, and Captain HERBERT HIRR were sent TDY to Sandia Air Force Base, to attend Bomb Commander school there. As usual, attendance of basic and advanced survival courses cost the section a number of personnel during the month.

Due to the anticipated conversion of the wing to B-47 type aircraft, the squadron was not under SAC 50-8 rating system for requirements for the month of July.

A breakdown for the monthly 50-6 accomplishments follows:

SUBJECT	TOTAL % COMPLETED
Intelligence	90
Management Training	100
Physiological Training	75
Judo	13
Code I	41
Code II	62
Code III	22
First Aid Training	84
ABC Defense	22

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OPERATIONS AND TRAINING (Continued)

SUBJECT	TOTAL % COMPLETED
ABC Defense, Special	49
ABC Defense, Annex # 2	92
Basic Weapons	74
Advanced Survival	60
Basic Survival	82
Refresher Survival	58
Swimming Proficiency	71
Movement of Aircraft	87
Security	63
Ammo Loading	68
ECM Training	17
Skeet	39
Character Guidance	100
Information Hour	90

Flying training accomplishments for July are as follows:

SUBJECT	NUMBER ACCOMPLISHED
RBS Runs	4
Visual Releases	8
Rounds of Ammunition Fired	1250
Pilot Proficiency	5
Heavyweight Take-off	1
Take-off and Landings	76
GCA's	34
Radar Navigation Legs	7
Pin Point Navigation Legs	5
Grid Navigation Legs	1
Night Celestial Legs	1

During the month of July, the squadron had eleven (11) aircraft assigned and flew a total of 178:10 hours of which 136:15 was operational, 8:40 hours was test hops, and 33:15 hours was in ferrying of aircraft. It should be stressed that a greater number of flying hours could have been accomplished if more qualified personnel had been available.

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ORGANIZATION AND ADMINISTRATION

During the month of July, there were no major changes in administration. However, all the standing policies of the squadron were reviewed and brought up to date. The job analysis begun last month was completed and study of the results has been initiated. An accurate interpretation of the material collected is expected to be an invaluable aid in distribution of the administrative work-load in the most effective way possible.

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PERSONNEL

The personnel situation, during July, was indicative of the forthcoming changeover. This was manifested in the noticeable influx of "Pilot-AOB's" and shipments to single observers' school and to jet mechanics' schools.

The grounded gunners continued to be our biggest personnel problem. We expect this problem to be resolved shortly, however, by the reduction-in-force policies recently passed into law.

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MAINTENANCE

During the month of July, our sixteenth month of operation, we put four aircraft through the docks. Two aircraft, #44-61807 and and #44-61814, were prepared for transfer to Air Training Command. We are now preparing #44-61178 for like transfer at a later date. Numerous man-hours went into the preparation of these aircraft and the 263 equipment section, manned by 1st Lieutenant CHARLES W. PARKER and T/Sgt Miles N. Mathews, is especially to be commended for the excellent job they have done.

Our aircraft flew a total of 178:10 hours and consumed 74,128 gallons of gasoline and 561 gallons of oil, during July. The lack of flight crews prevented flying more hours and our goals could not be satisfactorily met.

There were no outstanding maintenance or supply problems encountered this month. Four (4) of our airmen left for KC-97 school, two of these were crew chiefs. We gained six (6) airmen from jet school at Amarillo Air Force Base, Texas, and upon completion of incoming clearances, they will be available for duty. Two airmen, grounded gunners, were sent to us by operations section for assignment.

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SUPPLY

During July, the supply section moved from Maintenance Dock # 18 to building T-1234. The construction and floor plan in the new building have provided excellent opportunity for improved arrangement of the tool crib in addition to ample storage and office space. This will be an immense help in the operation of the section. By the end of the month, the section had almost completed the major task of building bins and rewarehousing all of the tools and expendable supplies. The section is back to normal, having completed the survey on all property lost, damaged, or destroyed in the fire which struck the supply building in June. All of the missing property has been reordered. At present the greater part of our efforts are directed directed toward compliance with directives of Director of Materiel and the goal of 100% on weekly and monthly inspection of supply activities.

1st Lieutenant ROBERT P. FULMER, whose tour of duty as Squadron Supply Officer terminated, was released from active duty on the 26th of July and 1st Lieutenant WARREN E. MALONEY was assigned to replace him. A/B Jim V. Hutto was assigned to the section on 29 July. He is a supply technician of long experience and will be in a position to relieve a portion of the work load.

The supply section received 96% of all T/O&E property and 85% of all Plant Account property. Combat Readiness during July was 90%.

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HISTORY OF

374th BOMBARDMENT SQUADRON (M)

308th BOMBARDMENT WING (M)

HUNTER AIR FORCE BASE

GEORGIA

JULY 1953

RUSSELL K. WELLER
Major U.S.A.F.
Commanding

CARL W. HATHAWAY
Captain U.S.A.F.
Historical Officer

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CHRONOLOGY

July 1953

1-7	July	Orientation flights carrying R.O.T.C. Cadets.
6	July	Captain Livesay and crew fly a B-29 to Selfridge Air Force Base, Michigan and attend International Air Exposition, participating in it.
10	July	Classified Wing Mission.
13	July	Captain Bailey and crew fly B-29 to Warner-Robins Air Force Base for weight and balance check.
15	July	Captain Cothran and crew fly B-29 to Warner-Robins Air Force Base for weight and balance check.
16	July	Six rated officers attend Altitude Indoctrination at MacDill Air Force Base, Florida.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

Squadron organization remained unchanged during July 1953. The previous organization of the squadron as a B-29 unit continued in effect. No major change in organization is anticipated for several months.

During July there was a change in squadron commanders. Lt. Col. John O. Vick 6858A, formerly 308th Wing Personnel Officer, succeeded Lt. Col. Giles C. Averitt 7195A who became Maintenance Control Officer for this wing.

Major Russell K. Weller 8865A succeeded Major Joseph C. Rogers 14 410A as Squadron Operations Officer.

Major Loren A. Gilliland AO 660 137 replaced Captain James F. Kane AO 668 963 as Training Officer for the squadron.

The squadron began the month with two Observers (AFSC 1524) and during the month gained fifteen more, but only on paper, for the observers gained are all still in training and will not be available to the squadron for duty for some time.

The following figures indicate the strength of the squadron the last day of July:

	Officers	Airmen
Authorized	62	147
Assigned	80	202
Present for duty	52	172

This condition results largely from the assignment of personnel to the squadron while they are still in training for their eventual

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duties in the B-47 program. They will be essential to the unit just as the B-29 personnel are currently necessary. The present over-strength condition is of a temporary nature and a natural part of the transition from one type of squadron to another.

Squadron strength by rank at the close of July was as follows:

Officers		Airmen	
Rank	No.	Rank	No.
Lt. Col.	1	M/Sgt.	9
Major	7	T/Sgt.	9
Captain	38	S/Sgt.	33
1st Lt.	26	A/1c	76
2nd Lt.	8	A/2c	54
		A/3c	19
		A/B	2

The following changes in status occurred during the month:

	Officers	Airmen
Gains	15	19
Losses	7	13
Discharges		
End of term of service	0	1
Hardship	0	1
Promotion	0	5
Demotion	0	1

Airmen's promotions for the month were as follows:

A/2c to A/1c	3
A/3c to A/2c	2

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CHAPTER II

OPERATIONS

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TRAINING

During July the strenuous training program which had been in effect in June was somewhat relaxed. Part of this was brought about by the added assignment of flying Air R.O.T.C. Cadets during the first ten days of the month. A crew and aircraft was assigned to make two flights per day, each flight lasting about two and a half hours. This curtailed other flying activities accordingly. Trainers were assigned and utilized regularly, even though in such cases as the ultrasonic radar trainer little value results from the use of the trainer. There was some emphasis on swimming as a form of organized athletics and reasonably cheerful co-operation with the program. The unsettled status of most of the personnel of the 374th Bomb Squadron in the face of the change-over makes any program difficult to pursue successfully. With no purpose or incentive possible the personnel have been very co-operative.

In this squadron as in the other two bomb squadrons of this wing, there was 100% attendance at synthetic trainers and the following time was spent on trainers: (1)

Type of trainer	Hours required	Hours accomplished
Link	22	53:30
Bomb	11	29:00
Loran	7	47:00
Ultrasonic (radar)	24	42:00
Gunnery	122	130:00

Training under 2AF Reg 50-6 was 79.4% completed by this squadron which led the wing in this respect.

(1) Rating of Output and Effectiveness, 308 B.W. for 1-31 July 53.

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OBSERVERS' SECTION

The decreased tempo of training is best reflected in the observers section and its records. The totals for July were as follows:

No. of bombs dropped (M-38 A-2)	6
Visual R.B.S.	3
Radar R.B.S.	2
Radar R.B.S. Malfunction	5
Similated Radar Attacks	7
Similated Visual Attacks	14
Day Celestial Flights	1
Radar Navigation Legs	9
Grid Navigation Legs	2
Pin-point Navigation Legs	13
Squadron Stan-board Flights	1

On the one squadron stan-board flight checks were given to one bombardier, two navigators and two radar operators.

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FLIGHT ENGINEERS

Until late in July the engineers had no unusual problems, but it was apparent that when the squadron converts to B-47s, the flight engineers would be used in the air refueling squadron. Late in the month the first of the engineers departed on temporary duty training for their new duties.

The following figures reflect the decreased activity of the squadron:

Total Panel Hours	251:45
Total Maintenance Hours	175:00
Squadron Ground School	15:00
No. of Squadron Stanboard Rides (A/1c Kneudler)	1
Heavy weight Take-offs (S/Sgt. VanCitters)	1

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GUNNERY

With the decreased flying activity in July, there was a corresponding decline in all flying accomplishments including gunnery. For instance, the number of rounds fired in July was about one-tenth what was fired in June. During July aircraft of the squadron were guarded while on the ramp by personnel of the squadron. With the exception of a radio operator per day, this detail was handled by the gunners. Daily maintenance and dock inspection of the aircraft gunnery systems has also been a function of the gunners. Under the circumstances it is not surprising that gunners "pulled" many an extra detail during the month including the policing of the ramp which seems to have an inexhaustible supply of bolts, nuts, washers and other hardware strewn over it.

Gunnery accomplishments for July were as follows:

Rounds of ammo fired	2500
Fighter passes made	98
Feet of gun camera film	675
E-14 Trainer utilization (hours)	119:00
E-26 Trainer utilization (hours)	19:00

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Chapter III
ENGINEERING

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ENGINEERING

It was perhaps fortunate that flying for the squadron was curtailed during July as a normal part of the change from B-29 to B-47 type aircraft which is anticipated in the next few months, for during July there was a rash of engine changes which would have limited flying in themselves. Eleven engines were changed by Unit Change, but this still places an extra burden on maintenance personnel and puts the aircraft out of commission for several days until it is test-flown.

The Post Flight crews accomplished 24 post flights, installed bombay tanks in all aircraft and in addition they dismanteled and bundled four J-1 stands for turn-in.

The 308th Air Refueling Squadron was activated during July and several men were nominated for eventual transfer to that unit, although none have been transfered as yet. The section lost three airmen and gained one.

Lost

A/2c Langbein	to Special Services
S/Sgt Bevins	to Maint. Control
A/1c Sawyer	" " "

Gained

A/3c Dudine	from 308 Periodic Maint. Squadron

Flying time for July 1953

Scheduled	194:25
Flown	273:25

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CHAPTER IV

COMMUNICATIONS

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COMMUNICATIONS

It would be difficult to imagine a more purely routine month for the Communications Section than July 1953. Two radio operators were nominated for KC-97 training, but were not sent - - although in itself this the eventual transfer of the best qualified radio operators to the 308 Air Refueling Squadron when that unit is further organized and equiped.

All radio operators present for duty passed code checks, 15 HF/DF steers were attempted during the month, an inventory was made of classified documents and another inventory was made of crystals. Changes were secured and pasted into Pilots' Handbooks and current Radio Facility Charts were placed in each aircraft replacing the obsolete ones.

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CHAPTER V

SECURITY

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SECURITY

In June the airmen of the 374th Bomb Squadron who were to serve as guards for the aircraft on the ramp were given a very thorough indoctrination on the importance of their duties and during July this program bore fruit. The guards aprehended three persons attempting to board aircraft of this squadron and all of them were identified as Security Checkers. They were turned over to the Wing Security Section and the alert guards were in each case awarded passes. There were no security violations in the squadron during the month.

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CHAPTER VI

INTELLIGENCE

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INTELLIGENCE

The Intelligence section of this squadron consisted of the following during July 1953:

Captain John R. Wellbeloved
S/Sgt. Charles H. Woodring
A/3c James G. Rockwell

During the later part of the month Lt. Butner was being briefed to take over Captain Wellbeloved's duties which will probably occur in August.

In addition to the usual functions of an intelligence section, a course was given in the Russian language. It was a three hour course and the average grade for the course was 96%.

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CHAPTER VII

SUPPLY

SECURITY INFORMATION
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SUPPLY

During July the Supply section moved off the Flight Line to mor adequate quarters in a cement-block building which is better suited to its needs than the former location in a Flight Line Maintenance dock building. Before making the move, the section painted the new building and made other necessary repairs. This move, like many another change in the squadron, is preparatory to the change-over to the new type bomber. In line with this, the Operations section will later make a similar move, leaving only the Engineering section on the Flight Line.

In line with the coming conversion the section is presently turning in equipment which will not be needed in B-47s and requisitioning new items necessary to the new program.

During the month the Supply Officer was relieved of his additional duty as Personal Equipment Officer to enable him to devote his full attention to his own section. S/Sgt Starliper, a supply specialist, was assigned to the section during July.

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HISTORY

of

375TH BOMBARDMENT SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 July - 31 July

1953

PHILLIP A. GIBSON
1st Lt., USAF
Historical Officer

COYD V. WAKEMAN
Major., USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/2C John C. Borrs

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CHRONOLOGY

1 - 15 July:

Two modified aircraft were flown in from Lake Charles Air Force Base, Louisiana during this period.

Eleven officers were given physiological training at MacDill Air Force Base, Florida, simulating ascent to forty thousand feet, a prerequisite for entry into B-47 Transition Training.

16 - 31 July

All the aircraft assigned to this squadron were taken to Warner-Robins Air Force Base, Georgia for weight and balance check. Two aircraft were subsequently released to Tinker Air Force Base, Oklahoma and Davis Monthan Air Force Base, Arizona for storage.

Extensive planning was begun for conversion to B-47 type aircraft. Otherwise normal training and house-keeping consumed the time of squadron facilities.

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ORGANIZATION

The only change in organization this month was the loss of First Lieutenant Lewis W. Kendrick, Squadron ECM Officer who was reassigned to the Far Eastern Air Forces at Okinawa.

Lieutenant Kendrick has been with the organization since his graduation from ECM Officers school at Keesler Air Force Base in December of 1952.

No replacement was requested for Lieutenant Kendrick because of the projected conversion to B-47 type aircraft and the T/O for that type wing does not authorize an ECM Officer at Squadron level.

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A major problem still remaining is the disposition of airmen whose AFSC will prevent them from being properly utilized during and after conversion. This includes Gunners, Flight Engineers and Radio Operators. No indication has been given the squadron as to the disposition of these people except the Flight Engineers who will go to the 308th Air Refueling Squadron.

Copies of the B-47 T/O have been distributed to the squadron and planning has begun for filling the slots therein which are not filled under our present T/O.

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PERSONNEL AND ADMINISTRATION

Strength: For Period 1 July 1953 to 31 July 1953.

	Officers	Airmen
Authorized	62	147
Assigned 1 July 1953	63	189
Assigned 31 July 1953	74	193
Gains	21	16
Losses	10	13
Average Present for Duty	52	153
Effective Manning	50	118

Effective manning has been raised considerably over last month by classification action in the 32 Gunnery Field and in the 29 Radio Operator Field. At present the effective manning is as high as possible with the personnel assigned and the AFSC they hold.

One problem affecting operation was the receipt of four officers from Mather Air Force Base, California with out-dated AFSC's. These men, having completed Basic Observer Course Number 150001 were entitled to AFSC's of 1521, however they all were still holding AFSC 1544. This failure of Training Command resulted in additional unnecessary classification action by personnel sections at this station.

The steady influx of Triple and Quadruple rated personnel indicates that problems pertaining to personnel in connection to B-47 type aircraft are being slowly but surely overcome.

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OPERATIONS AND TRAINING

The release of the Wing from the requirement of SAC Regulation 50-8 has resulted in a decreased flying schedule for the squadron. Most of the flights accomplished were either short Pilot Proficiency or Ferry hops.

The exceptions were missions flown in conjunction with the Indoctrination Program for AFROTC Cadets.

The Ferry trips included the ferrying of all the aircraft assigned to the squadron to Warner-Robbins Air Force Base, Georgia for Weight and Balance checks.

The Squadron had 228:00 hours and 52 sorties scheduled, and accomplished the sorties with only 201:00 hours of flying time. However, we also accomplished twelve (12) hours of Test flying and forty (40) hours in Ferry Hops giving us a total of 253:00 hours for the month, or an average of thirty-six (36) hours per complete available crew.

Training accomplished this month included completion of Special Weapon School at Sandia Base, New Mexico by one (1) pilot, and the completion of Physiological training at MacDill Air Force Base, Florida by eleven (11) officers in preparation for the conversion to B-47's.

Other normal training consumed 6,708 man hours including Physical conditioning, Link, Loran Ultrasonic, Bomb Trainer and K-14 Gunnery training.

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MAINTENANCE

The initiation of a B-47 Tech Order file is the beginning of our projected conversion to that type aircraft. Also plans were begun to train presently assigned personnel to fill slots in the B-47 T/O. We have already recieved some "3" level Jet trained mechanics. These personnel will be utilized to train presently assigned personnel until formal schooling can be obtained.

Although the Squadron lost three (3) B-29's to permanent storage, the post-flight team completed twenty-eight (28) post-flight inspections generating 395:00 hours of aircraft availabilty. This availabilty has not been utilized because of the scheduling of short missions.

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SUPPLY

Normal supply operations were continued throughout the move to the new building.

The accomplishment of the new UPREAL for all radio crystals and ECM Equipment has simplified inventory and surviellance of these items.

Otherwise normal supply activities were accomplished throughout this period.

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KEY PERSONNEL

The following personnel occupied key positions of the squadron during the month of July 1953.

COMMANDING OFFICER:

Major Coyd V. Wakeman

OPERATIONS OFFICER:

Major Ross L. Clements

MAINTENANCE OFFICER:

Major Douglas R. Smith

ADJUTANT:

1st Lt Phillip A. Gibson

SUPPLY OFFICER:

1st Lt John L. Kalish

FIRST SERGEANT:

T/Sgt Benjamin M. Royster Jr

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HISTORY

OF

308TH FIELD MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 July - 31 July

1953

14

Martin G. Koehler

MARTIN G. KOEHLER
1st Lt, USAF
Historical Officer

Ralph H. Schneck

RALPH H. SCHNECK
Lt Col, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by Staff Sergeant James M. Thompson

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MONTHLY ACTIVITIES REPORT

The activities of the 308th Field Maintenance Squadron for the month of July 1953 covering the progress, handicaps, morale, historical events and other miscellaneous activities, by sections, are as follows:

PERSONNEL AND ADMINISTRATION

The month of July proved to be a month with a normal administrative work load.

A large turn-over of personnel was experienced by the Squadron during the month of July. Twenty airmen were gained by the organization; ten airmen were reassigned to the 307th Bombardment Wing, MacDill Air Force Base, Florida; four airmen were reassigned to the 42d Bombardment Wing, Limestone Air Force Base, Maine; two airmen were reassigned to Camp Kilmer, New Jersey; two airmen reassigned to the 801st Air Division, Lockbourne Air Force Base, Ohio; 1 airman reassigned to Parks Air Force Base, California. Two airmen were reassigned to squadrons in the Wing. Three airmen were discharged during the month, one for bad conduct, one for hardship and the other due to resignation under provisions of AFR 39-15.

As of 31 July there were 11 officers assigned, seven present for duty, 3 TDY, and one on leave. There were 265 airmen assigned, 218 present for duty, four present not for duty, 2 absent sick, 27 on leave and 14 TDY.

A/1C Charlie Goforth Jr, AF14441924, was presented the 2d Oak Leaf Cluster to the Air Medal by Colonel M. A. Preston , Wg Commander, during the Wing Review of 11 July 1953.

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The Squadron underwent an inspection by the Wing Inspection Team. A small amount of administrative errors were uncovered and will be corrected by 17 August 1953.

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MAINTENANCE

AERO REPAIR

No administrative problems have been encountered this month in aero repair.

This month authorized strength was 1 Officer and 57 Airmen with 1 officer and 73 airmen assigned, of which four airmen were on loan. Of the above assigned personnel, the electric shop is over 16 men, instrument over 2, hydraulic shop over 2, while airframe is short 8 men. Four hydraulic men were gained from school; one discharged. One electrician transferred; one instrument man gained; one typewriter repairman discharged; five airframe men gained.

A total of 649 SJR's were received. Much consideration was given a tentative school quota which cannot be firmed as of 31 July 1953, with the exception of five men to West Palm Beach MTD School, four men to MacDill AFB MTD school and one man to Sperry Analyzer Maintenance course at Chanute AFB, Illinois. The above men left over the week-end of the 1st. Additional quotas are being made up for Amarillo, West Palm Beach, MacDill and quotas requested for several factory schools.

Revision of Bench Stock listings made in June has resulted in an improvement in bench stock except in the electric shop, which has a shortage of electrical switches in general, (one in particular, AN3022-7B, being critical), Fire Detector Panels (one received in last 120 days) and #16 electrical wire.

In general no difficulties have been encountered in transportation, however, difficulties were encountered in securing the use of a fork lift a number of times.

Some difficulties have been encountered in coordination of interchange work , also from inexperienced personnel. A need for

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closer supervision was noted.

POWER PLANT BRANCH

This branch has sixty eight airmen assigned and one airman borrowed from the electric shop. At present we have ten airmen taking MTD courses on the 4360 type engines; we also have airmen at MacDill Air Force Base on OJT on the engine build-up line. WOJG Boone, OIC of the power plant branch and S/Sgt Birch and A/1C Graham are leaving for MacDill AFB to study the entire engine build-up system.

During the month of July the Unit Change Section of this branch replaced nineteen engines, eight engine cylinders, four master controls and eight turbo superchargers, the engine conditioning section also replaced several fuel injection pumps working in close coordination with the unit change section. Engine conditioning also completed twenty nine conditioning SJR's.

This branch had an additional work load during the month of July in complying with T.O. 01-20-92, Par 2C, which stated that any engine with overhaul change No. 78 or any engine with a one inch white stripe around the nose section would be returned to the overhaul depot. Unit change had to replace three engines that were already installed on A/C and engine tear down tore down a total of ten engines in compliance with this T. O.

Since we have started operating under SAC Regulation 66-14, our supply system is getting better. Although it will take time to iron out all of our difficulties it is believed that time will be saved and misunderstanding eliminated under this system.

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One of the major problems encountered in July between the power plant and the Bomb Squadrons is the improper entries on the AF Form 50D and the taging of repairable engines coming into tear down.

The morale of this branch is very high. More promotions especially in the lower grades would raise morale considerably.

PROPELLER SHOP

During the month of July the Propeller shop had 15 airmen assigned. One man was loaned to maintenance supervision job dispatch during this period and one man was loaned to material control. During the majority of this month two airmen were on leave. In the last week of the month two airmen went TDY to West Palm Beach for training on KC-97 aircraft.

During this period the propeller shop received a total of 86 SJR's, all of which were completed; 7 periodic inspections were completed, and 8 work orders (Form 48's) were completed on propellers in the shop. Fifty one propeller governors were received by this shop for repair, of which 46 were repaired.

This shop encountered a difficulty in the procurment of propeller retaining nut lock wire assemblies, Part No. 4013-52305F. Numerous items indicated have been received since and no further difficulty is foreseen.

FABRICATION

The average assigned strengh in this shop during the month was 1 officer and 88 airmen. Although most sections have overage in personnel assigned, one section the AMC power shop is badly in need of personnel.

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One NCO is assigned as a supply expediter to effect close liaison between the 2d Field Maintenance Supply and 308th Maintenance Materiel Control Section. All bench stocks are controlled by the 2d Field Maintenance Squadron. This bench level can be increased or decreased as conditions warrant.

All SJR's were completed during the month and all most all Forms 488 were completed. The ANC power shop has set up a monthly inspection system for all equipment under there care. This system has showed itself to be a success.

The ANC power shop has developed a test stand for D-2 Generator sets. This stand gives the unit a capable check under operating conditions. The stand is mobile and may be moved about easily.

The machine shop is expecting tearing down and reassembling all dynafocals which formerly were sent to the depot. This effecting a saving in manhour and transportation cost.

The woodmill has built new tables for two cut-off saws to improve the efficiency of that shop.

SUPPLY

The yearly inventory is two thirds complete and will be finished approximately 25 August.

New UPREAL received on 28 July.

A requisition has been started for base support type items for KC-97 aircraft.

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The following personnel occupied key positions of the squadron during the month of July 1953:

COMMANDER

Lieutenant Colonel Ralph H. Schneck

ADJUTANT

Captain Alvin G. Nickerson

SUPPLY OFFICER

Captain Ira M. James

MAINTENANCE SUPERVISOR

Major James O. Hixon

FABRICATION SECTION

WOJG Oliver Church

AIR FRAME SECTION

CWO Henry L. Gagne

POWER PLANT SECTION

WOJG Luther A. Boone

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HISTORY

of

308TH PERIODIC MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 July-31 July

1953

15

Neil R Humphrey
NEIL R HUMPHREY
1st Lt, USAF
Historical Officer

Charles E. Keenan
CHARLES E KEENAN
Major, USAF
Commander

THIRTY-EIGHT AIR DIVISION
SECOND AIR FORCE
STRATEGIC AIR COMMAND

Prepared by 1st Lt. Neil R. Humphrey

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CHRONOLOGY

10 July 53 - Major Charles E. Keenan, A0737429, became Squadron Commander; transfered from Hq 303th Bomb Wing.

23 July 53 - Capt. Ira W. Eisenheimer, A0551894, Squadron Commander until 10 July, was transfered to 3605th Nav. Tng. Wing, Ellington Air Force Base, Texas (EDCSA 1 Aug 53)

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ORGANIZATION & ADMINISTRATION

Personnel being transfered has worked a hardship on this organization.

There was one (1) AWOL; one (1) Article 15, and no cases of Venerial Diseases.

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PERSONNEL

Effective personnel manning continues to be a problem to this organization. This is largely due to the high rate of turn over in personnel. This month there was also the additional burden of sending personnel to KC-97 and B-47 training courses.

During the month of July one (1) 64151, one (1) 70250, one (1) 43131, and two (2) 43131H's were gained - one (1) 73230, three (3) 60310's and eight (8) 43152B's were lost.

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MAINTENANCE

During the month of July personnel shortages continued to be a major problem. Due to this shortage problem "A" dock was the only dock in operation.

The maintenance section was scheduled with seven (7) aircraft during the month of July. Six (6) of these aircraft were returned to their respective squadron and three (3) other aircraft were returned that had been held over from June.

The aircraft returned to their squadron are as follows:

a. Returned to the 373rd Bomb Squadron

1. 807 was received 29 Jun and returned 9 Jul for a 500 Hr Insp.

2. 053 was received 6 Jul and returned 17 Jul for a 400 Hr Insp.

3. 814 was received 7 Jul and returned 29 Jul for a 400 Hr Insp.

b. Returned to the 374th Bomb Squadron

1. 805 was received 17 Jun and returned 2 Jul for a 500 Hr Insp.

2. 765 was received 13 Jul and returned 19 Jul for a 400 Hr Insp.

3. 841 was received 15 Jul and returned 29 Jul for a 400 Hr Insp.

4. 179 was received 22 Jul and returned 29 Jul for a 400 Hr Insp.

c. Returned to the 375th Bomb Squadron

1. 907 was received 24 Jun and returned 14 Jul for a 500 Hr Insp.

2. 800 was received 2 Jul and returned 29 Jul for a 300 Hr Insp.

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SUPPLY

A new UPREAL for thirty (30) B-29's and twenty (20) KC-97's was received.

We have 34% of the equipment required on this new UPREAL.

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TRAINING

During the month of July three (3) ABC lectures were given and one (1) ABC movie was shown. There was 100% attendance at the character guidance lectures.

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KEY PERSONNEL

The following personnel occupied key positions during the period from 1 July thru 31 July 1953.

COMMANDER:

1 July thru 9 July - - Capt Ira W. Misenhedmer Jr, A0551894

10 July thru 31 July - Major Charles E. Keenan, A0737429

SQUADRON ADJUTANT:

- 1st Lt. Neil R. Humphrey, A02222385

MAINTENANCE OFFICER:

- 1st Lt. Joseph W. Landers, A01850869

SUPPLY OFFICER:

- 1st Lt. Frank O. Roland, 1852A

FIRST SGT:

- M/Sgt James R. Crutchfield Jr, AF6922292

LINE CHIEF:

- M/Sgt Vernon G. Miller, AF6227364

SUPPLY SGT:

- S/Sgt Douglas R. Wilson, AF14250943

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 July - 31 July

1953

Vernon K. Cammack

VERNON K. CAMMACK
Lt. Col., USAF
Commander

Homer D. White

HOMER D. WHITE
Captain, USAF
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/2C James C. Price

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CHRONOLOGY

1. - 1 July 1953 - Enlistment Survey

2. - 2 July 1953 - Squadron Meeting at Hanger 1206

3. - 3 July 1953 - Address by Wing Commander

4. - 4 July 1953 - Holiday

5. - 8 July 1953 - Shot Records brought up to date.

6. - 11 July 1953 - Wing Review

7. - 12 July 1953 - Announcement of the Outstanding Airmen for the period 1 January through 30 June 1953.

8. - 22 July 1953 - Squadron Meeting on Security, Safety and Air Force Aid Society.

9. - 28 July 1953 - Visit by the Japanese Judo Team

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ORGANIZATION

The Commander has expressed a desire that a 3 day pass be offered to the occupants of each "best" room, for a period of one month, of the squadron barracks. Winners being selected by the particular Barracks Chief, based upon cleaniness, neatness and general appearence.

A list of key personnel in this squadron is as follows:

Lt. Colonel Vernon K. Cammack	Squadron Commander
1st Lt. Val G. Bennett	Adjutant
Captain Homer D. White	Asst. Adjutant
Major Eugene A. Sway	Maintenance Supervisor
Major Jesse L. McNeill	Flight Line Maintenance Officer
Captain William W. MacConnell	Supply Officer

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PERSONNEL AND ADMINISTRATION

The 308th Armament and Electronics Maintenance Squadron has finally achieved a net gain in assigned strength over a period of a month for the calender year 1953.

This progressive turn will probably be reflected in a continual and a greater rate in the following months, in the all out preparation for the B-47 conversion.

Assigned strength as of 1 July 1953 was seven officers and 199 enlisted men. The monthly turnover resulted in the totals of the Morning Report for 31 July 1953 being ten officers and 200 enlisted men.

Gains in the officers' ranks were high lighted by our new Commander, Lieutenant Colonel Vernon K. Cammack. A further familiarization may be obtained in reading his bibliography located on page two (2) of the appendix.

Captain Charles T. Foster and Captain Homer D. White, our other gains in the officers' ranks, have already performed excellent service.

Captain Foster has been assigned to the shop branch as a Maintenance Officer, with special duty as the Liaison man for the new conversion and schooling program. Captain White's duties have been that of Assistant Adjutant, under the surveillance of 1st Lt. Val G. Bennett, our present Adjutant, who is looking forward to his coming discharge upon the completion of his tour of active duty. In our turnover of officer personnel, four duty AFSC's were changed.

Although the net results of airmen turnover for the month shows only one main gained, the action performed was as follows: Seven men were lost due to transfers, four of them were transferred within the base itself. The gains were one man for the Weapons Branch, two men for the Armament System Branch, and five men for the Radio and Radar Maintenance Branch.

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Three airmen PAFSC's were changed and twelve DAFSC's were changed due to upgrading and changing career fields.

One man was AWOL and later confined.

An enlistment survey of airmen was taken in the squadron in compliance with instructions received from Headquarters Strategic Air Command. The purpose of the survey was to find out the number of airmen who would like to be released immediately from the Air Force as well as the number of airmen who would accept an early discharge and reenlistment. The completed forms were in no way a commitment and did not reflect any change in current military status. Through the study of these returns the potential loss of men may not result in a lowering of the combat effectiveness of our tactical units.

All personnel of the squadron attended an address by the Wing Commander in the base theater Friday, 3 July 1953. The purpose of the address was to bring all personnel up to date on the new B-47 conversion.

The squadron as well as part of the 308th Bombardment Wing observed 4 July 1953 as a holiday, with the Sunday work schedule in effect.

Special effort was put forth during the first week of the month to bring all of the squadron shot records up to date.

Lt. Colonel Cammack was the Troop Commander for the 308th Bomb Wing Review on 11 July 1953. An excellent performance was captured by all participants. The uniform for the review was khakis without ties.

The grunts and groans heard in the squadron during the last week of the month were due to the re-telling of the thrilling display given by the Japanese Judo Team here at Hunter Air Force Base. It gave everyone the full realization of the destructive power of the human body when properly trained and controlled. The primary objective of the exhibits

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were to train SAC Judo Instructors and acquaint combat crew personnel with the advantages of judo proficiency.

The conclusions reached by the board of officers and NCO's, selected by the Unit Commander for the purpose of selecting an outstanding airman for the period of 1 January thru 30 June 1953, held 28 July 1953, were as follows: The outstanding airman was T/Sgt Donald H. Kirsch. The selection of an airman for second place resulted in a tie between S/Sgt Charles R. Wilson and A/1C John C. Richardson.

Morale for the squadron continued at a high degree with anticipated news of discharges and conversions.

On 22 July 1953 a Squadron Meeting was conducted by the Squadron Commander. An address was given by Lt. Colonel Cammack on Ground Safety in which a close realization was brought to mind upon reviewing pictures of an airman's finger which had been torn loose due to wearing jewelry while working on the Flight Line.

Upon the introduction of the two new captains to the organization, Captain Foster and Captain White, Captain White gave an address on the Air Force Aid Society and its benefits. Pamphlets were distributed to the men to further clarify the program. His address was followed by a discussion period.

The third phase of the meeting was devoted to security, pertaining to the SAC Security Passes. S/Sgt Charles R. Wilson gave a personal account of how they may easily be lost if not properly guarded.

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MAINTENANCE

MAINTENANCE SUPERVISION:

During the month of July extensive changes were made in the Armament and Electronics Maintenance Section. Captain Foster and Captain Sherman returned from school and were assigned as Maintenance Officers within Maintenance Supervision. New charts and graphs were completed and made uniform in size. They were arranged in an orderly manner on the walls of the office, making status of aircraft and equipment clear at a glance.

Improvement was made in the appearance of the Armament and Electronics hanger. Crates belonging to engine build-up, which were stored against the Armament and Electronics fence, were removed. All trash cans were painted yellow. The inadequate shelter which was used for ground power units was torn down. Racks were built for oil drums and paints were neatly stored in a locker provided for inflammable liquids. A work order was submitted to the Air Installation Office to repair water leakage in the Armament and Electronics Shops.

The Flight Line Maintenance Branch was re-organized. The ranking NCO was assigned as NCOIC of Flight Line Maintenance and the ranking man in each section was assigned as NCOIC of the particular section. Much needed changes were made in the Inspection Section of Maintenance Supervision. Co-ordination between our squadron inspectors and Wing Quality Control was accomplished by Major Sway, Maintenance Supervisor. Aircraft ready for inspection in the docks will be inspected by our inspectors and Quality Control Inspectors at the same time. This method has stopped duplication of work.

A room was made available for Technical Representatives working with

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the 308th Armament and Electronics Maintenance Squadron. Formerly the Technical Representatives utilized the Field Maintenance Office along with the Field Maintenance Officer.

The Flight Line Maintenance Branch organized an alert crew for the month of July, for normal off duty hours. One man has been assigned for a period of one week from each section. Any malfunctions noted in flight will be called in by the Aircraft Commander on radio. A radio mechanic on duty will notify the specialists concerned. By using this procedure the specialist will get first hand information from any aircraft returning from a mission also this alert crew is able to give pre-flight assistance to the air crew when needed.

PRODUCTION CONTROL:

During the month of July the Production Control Unit of the Armament and Electronics Maintenance Squadron performed its normal functions of issuing work orders without any unusual incidents. The transfer of T/Sgt Kirsch and A/2C Adams to school, and S/Sgt Volz to the Flight Line Section was felt very much as the section received only one replacement. The section is now operating with four men instead of the previous six.

FIELD MAINTENANCE SECTION:

During the month of July Field Maintenance Shop work load was exceptionally high. Equipment was processed for re inspection in accordance with Technical Order 00-35A-40 from Base Supply and Fly-Away Section. Approximately 215 line items were inspected and repaired for the Fly-Away Section and approximately 93 for Base Supply. A total of 453 work orders were received and 427 completed, totaling 681 line items processed during the month.

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The Technical Order file is being inventoried for publications pertaining to equipment on B-47 and KC-97 aircraft as well as any publication pertaining to B-29's. An inventory was accomplished on all M/R Property to relieve NCO's of their hand receipts since a Field Maintenance Officer has been assigned to take over M/R Property responsibility. With increased work loads the ECM and Navigation Section have erected more storage bins for repairables. Plans are being made to construct bins for equipment in storage and "Awaiting Pick-up" by Base Supply.

The Radar Section arranged their AB/APQ-13 mock-ups to conserve space for storage of repairable and serviceable work order equipment, as well as saving time in walking to and from storage bins. Fields shops are revising the present mobility kits in order to afford sufficient support for not only B-29's but also the future B-47 and KC-97 aircrafts. Numerous items have been returned to Base Supply not repairable at this station, because mock-ups or test equipment were not available.

The ABC Section has constructed and erected a chart in accordance with Technical Order 16-1-80, showing dates, types of equipment and serial numbers of all test equipment processed from Armament and Electronics Shops. Work Orders and equipment have been requested from Unit Control and Technical Supply to begin processing test equipment in storage. Plans are in effect to schedule test equipment from Flight Line Maintenance Section upon completion of those from Technical Supply.

Cleaning fluid has been ordered in accordance with Technical Order 16-1-79, and as yet no action has been received. This is very essential in cleaning electronics equipment as dust and dirt are very prevalent.

No action has been received on suitable test equipment (Signal Generator) for AN/ARC-3 equipment, test set, TS-497 that is authorized and on requisition. An antenna assy was received from Fly-Away Section dismantled and with

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various parts missing. This is definitely an undersirable situation as items in Fly Away are supposed to be serviceable and ready in time of emergencies. It is suggested that any equipment in storage with tags signed by other organizations should be processed through 308th Armament and Electronics Shops for inspection and repair, upon being received regardless of re-inspection date, to eliminate the situation encountered above.

A very unsatisfactory and dangerous condition exists through out the Armament and Electronics Shops. During and after rain storms and squalls the floors of the shops are flooded causing many man hours to be lost. Mock-ups must be shut down because of this dangerous situation. Duck boards have been constructed but the situation is still critical as men are forced to walk or wade through this water which is dangerous when working with electricity.

FLIGHT LINE MAINTENANCE:

M/Sgt James A. Fletcher was assigned duties as NCOIC of Flight Line Maintenance Branch in place of M/Sgt James C. Taylor who was assigned as NCOIC of RCT Section. The Flight Line Maintenance Section recalibrated all SCR-718 Loran and APX-6 units. The Flight Line Bomb Release Section completed 439 work orders during the month of July. Expended considerable time surveying and maintaining 263 equipment. Discrepancies following dock inspections are on the decrease due to closer supervision and continued stress on preventative maintenance.

A total of thirty six (36) radar missions were flown during the month of July with no aborts. One abort due to burned out armature on a 32R400 compressor was recorded, compressor was UR'd and recommendation madeto check armatures and brushes every 100 hours inspection. Subject check presently required by T.O.

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UNIT SUPPLY SECTION

Requisitions for KC-97 parts, both for the USE and T/A, was submitted during the month of July 1953. A substantial amount of the equipment was received and is stored in a warehouse ready for issue. Some of this equipment was issued to the shops for mock-up use.

The Linofax System for maintaining supply accounting has been constructed and is ready for use upon completion of the semi-annual inventory of tools issued to the shop personnel. This inventory will be taken during the month of August 1953.

The transfer of the property account of this squadron from Major McNeill to Captain MacConnell was completed satisfactorily during the first part of July 1953.

All overages to the UPREAL, as well as shortages, were corrected, and the UPREAL now reflects actual authorizations.

Expendable supply records have been transposed to the new Second Air Force Form 155.

During the month of July 1953 two airmen were transferred from Supply Section to overseas assignments.

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

APPENDIX

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New Commanding Officer
Lt. Col. Vernon Kinney Cammack

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BIOGRAPHY

LIEUTENANT COLONEL VERNON K. CAMMACK-10070A

Colonel Cammack was born on the 23rd day of May in the year 1922 at Karenin, South Dakota. A "Yankee" through and through, he attended high school at Stevens Point, Wisconsin where his studies were of an academic preparatory nature. He graduated from Steven Point High School in 1940.

His first college training was received at Central State Teachers College also at Stevens Point. This first college training lasted for one year (1941 school year) and was also preparatory in nature. Later in his life and as a part of his military career Colonel Cammack attended the University of Minnesota at Minneapolis and received a BA degree with a major is Psychology. This degree was received under the auspicious of the USAF Civilian Institution Program.

To shy back a few years, Colonel Cammack enlisted on 14 December 1941 with an eye on flying at some future date. He remained in an enlisted status until April 29, 1943 when he was tendered a commission as a second lieutenant, and at the same time given the rating of pilot. Since that date he had remained on continuous active duty with the United States Air Force receiving his regular commission in July 1946.

Colonel Cammacks service education has been very thorough. He attended his first service school at Keesler Field, Mississippi in the form of Air Mechanics Course in 1942 and from here went to B-25 Specialist school at Mines Field, Santa Monica, California. He received his flying training in the Southeast Flying Training Command, graduating April 29, 1943.

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In May and June of 1943 Colonel Cammack attended B-17 Transition School at Hendrick Field, Florida and shortly thereafter formed a bombardment crew and proceeded with his unit, 401st Bombardment Group, to the ETO, England. While in England he flew 30 combat missions and 210 combat hours. His decorations include the DFC, Air Medal with three Oak Leaf Clusters, ETO Ribbon with two (2) battle stars and two (2) Presidential Citations.

After completing his combat tour Colonel Cammack was assigned to the Air Material Command and served as a test pilot at Rome Air Depot for 6 months testing F-9 aircraft for Navy use. It was at Rome that Colonel Cammack had the opportunity to fly many different types of aircraft. When asked what he had flown his comment was "name it and I've flown it". The aircrafts he had flown included B-50, F-51, P-38, B-17, B-24, C-54, C-64, P-40, A-20, A-26, B-26, B-25, C-47, C-45 and F-9.

While in the Air Material Command Colonel Cammack was stationed at Newark, New Jersey in the Atlantic Overseas Air Material Depot where he was Chief of Flight Operations and for a time Deputy for Maintenance.

After his graduation from the University of Minnesota, Colonel Cammack was assigned to the Air University where he attended Air Tactical School at Tyndall Air Force Base and then taught Human Relations and Management in that institution. He was later transferred.

After teaching for some time in the air University he availed himself to the SAC Pilot ACB Program receiving his rating as Navigator at Ellington Air Force Base, Texas, Bombardier and Radar Operator (1032) at Mather Air Force Base, California.

He was then transferred to the Second Bombardment Wing at Hunter Air Force Base for further SAC Experience and thence to the 308th Bombardment Wing at Hunter Air Force Base for duty. After a short assignment as Deputy Director of Operations in the 308th Bombardment Wing he assumed command of

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308th Armament and Electronics Maintenance Squadron on 2 July 1953.

The colonel was married in 1943 to Hazel B. Garrett and at present is residing in Savannah, Georgia. They have no children but he remarked that " We have two damn fine dogs".

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HISTORY

OF

308TH AIR REFUELING SQUADRON (M)

308TH BOMBARDMENT WING (M) (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

8 July - 31 July 1953

17

CHARLES P. O'BRIEN
Captain, USAF
Historical Officer

PERRY P. MENZIES
Lt. Col, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Joseph F. Clark

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8 - 31 July 1953 CHRONOLOGY

The 308th Air Refueling Squadron was Activated Pursuant to General Order Number 51, Headquarters Strategic Air Command, on 8 July 1953 at Hunter Air Force Base, Savannah, Georgia.

Lieutenant Colonel Perry P. Menzies, A0389743, assumed command 8 July 1953 per Special Order Number One, 308th Air Refueling Squadron.

Captain Charles P. D'Brien, A0535805, arrived on 9 July 1953, and was assigned the duty as Squadron Adjutant.

Major Orin H. Erickson, 12722A, was assigned on 16 July 1953 as Operations Officer. First Lieutenant William W. Carter was assigned as Aircraft performance Technician, and Second Lieutenant Richard D. Moree as Squadron Supply Officer.

On 20 July 1953, Sixteen (16) Officers and Twenty three (23) Airmen were assigned; within these personnel four (4) crews consisting of Sixteen (16) Officers and twelve (12) Airmen are presently attending KC-97 school at West Palm Beach Florida.

The Squadron has no major problems confronting it at this time. The cooperation and assistance of all personnel of the 308th Bombardment Wing Staff Agencies and Squadrons have reduced all problems to small proportions and minor in nature.

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ORGANIZATION

The 308th Air Refueling Squadron was activated on 8 July 1953 at Hunter Air Force Base, Savannah, Georgia, pursuant to General Order Number 51, (Ref Exhibit #1) Headquarters Strategic Air Command. The Squadron was organized under Table of Organization Number 1-1179P, (Ref Exhibit #2) Tentative, Department of the Air Force, Washington, D. C., dated 1 March 1953. The Squadron function is to maintain a state of readiness for and execute assigned refueling missions. Squadron Officers are Lieutenant Colonel Perry P. Menzies, Squadron Commander, Captain Charles P. O'Brien, Squadron Adjutant, Second Lieutenant Richard D. Moree, Squadron Supply Officer and Major Orin H. Erickson, Squadron Operations Officers.

Four crews are presently TDY at West Palm Beach Florida attending KC-97 school.

Eight Flight Engineers from the three Tactical Squadrons of the 308th Bombardment Wing M have been reassigned to the organization, and are presently TDY at West Palm Beach Florida, attending KC-97 school.

PERSONNEL AND ADMINISTRATION

As of 31 July 1953, the 308th Air Refueling Squadron had twenty one (21) Officers and thirty nine (39) Airmen assigned. Sixteen (16) Officers and twelve (12) airmen are presently TDY at West Palm Beach Florida attending KC-97 school.

Barracks facilities are not available to the Squadron. All personnel living on the base are attached to various squadrons of the 308th Bombardment Wing M for rations and quarters.

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The Orderly Room staff consists of Captain Charles P. O'Brien, S/Sgt Oscar C. Kolb and two other airmen; upon activation of the squadron they immediately began the task of assuming the administration overhead of the newly formed organization.

OPERATIONS

Major Erickson is the only operations personnel assigned present for duty and is engaged in determining the squadron requirements. The construction of our new operations building is progressing ahead of schedule and should be available not later than 30 October.

This organization will be equipped with KC-97 aircraft, delivery to begin a/o 30 September thru 30 October. At this time we are not responsible for training requirements due to a lack of aircrews and aircraft.

MAINTENANCE

This section will be manned in August although the flow of equipment to supply has commenced.

SUPPLY

The Supply Section was moved into building T-1286, with the assigned personnel of one officer and three airmen. They immediately went to work setting up a supply room, receiving supplies, T/O & E and Plant Account property and setting up supply records.

Supplies and equipment were received to the extent that the Squadron is approximately 75% complete T/O & E Equipped. Bins are being constructed at a rapid pace and 26 will be in use the first week of August.

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HQ 308TH BW
COORD
IG.....
WDCO.....
WEXCO 51.....
WADJ.....
SOF MAJOR.....

GENERAL ORDERS)
NUMBER 51)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
5 June 1953

SECTION

AMENDMENT TO GENERAL ORDERS 25, 1953 I
ACTIVATION OF 308TH AIR REFUELING SQUADRON, MEDIUM II

I. AMENDMENT TO GENERAL ORDERS 25, 1953. General Orders 25, this headquarters, 5 May 1953, is amended to delete paragraph 1a, pertaining to the activation of the 308th Air Refueling Squadron, Medium.

II. ACTIVATION OF 308TH AIR REFUELING SQUADRON, MEDIUM. 1. The unit listed below, having been assigned to the Strategic Air Command, is further assigned to the 308th Bombardment Wing, Medium, and is activated at Hunter Air Force Base, Georgia, effective 8 July 1953:

Unit	T/O	Authorized Strength OFF	AMN
308th Air Refueling Sq	1-1179P, 1 Mar 53 1 x Parts II & IIA	85	229

2. Equipment is authorized by Department of the Air Force letter cited in paragraph 5, below.

3. Precedence category XVII-26 is assigned.

4. Appropriate remark will be entered in the organizational status table of the initial morning report on the effective date of activation in accordance with Chapter 2, SAC Manual 171-1.

5. Authority: Letter, Department of the Air Force, 322 (AFOMO 454h), subject: "(Unclassified) Constitution and Activation of the 308th Air Refueling Squadron, Medium. Reorganization of the Headquarters 38th Air Division and Certain Other USAF Units at Hunter Air Force Base," 15 April 1953, as amended.

BY COMMAND OF GENERAL LeMAY:

OFFICIAL:

GLENN P. NELL
Colonel, USAF
Adjutant

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

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T/O 1-1179F
TENTATIVE

TABLE OF ORGANIZATION
NO. 1-1179F
TENTATIVE

DEPARTMENT OF THE AIR FORCE
WASHINGTON, D. C., 1 MARCH 1953

AIR REFUELING SQUADRON, KC-97

EFFECTIVE ONLY UPON SPECIFIC AUTHORIZATION BY THE DEPARTMENT OF THE AIR FORCE.

PART I - GENERAL

1. FUNCTION.--TO MAINTAIN A STATE OF READINESS FOR AND EXECUTE ASSIGNED REFUELING MISSIONS.

2. ASSIGNMENT.--NORMAL ASSIGNMENT IS ONE PER WING.

3. CAPABILITIES.--WHEN EQUIPPED WITH 20 KC-97 AIRCRAFT:

A. AN AVERAGE FLYING RATE OF 50 HOURS PER AIRCRAFT PER MONTH.

B. A SQUADRON ORGANIZED UNDER THIS TABLE IS ORGANICALLY CAPABLE OF PERFORMING FLIGHT LINE MAINTENANCE ON ITS AIRCRAFT AND MOTORIZED EQUIPMENT, EXCEPT FOR ARMAMENT AND ELECTRONICS MAINTENANCE.

C. RESPONSIBLE FOR PERFORMING OPERATOR MAINTENANCE ON UTILIZED MOTOR VEHICLES.

4. DESIGNATION.--AS AUTHORIZED BY DEPARTMENT OF THE AIR FORCE LETTER.

5. CREW RATIO.--1.0, 20 UE AIRCRAFT, KC-97:

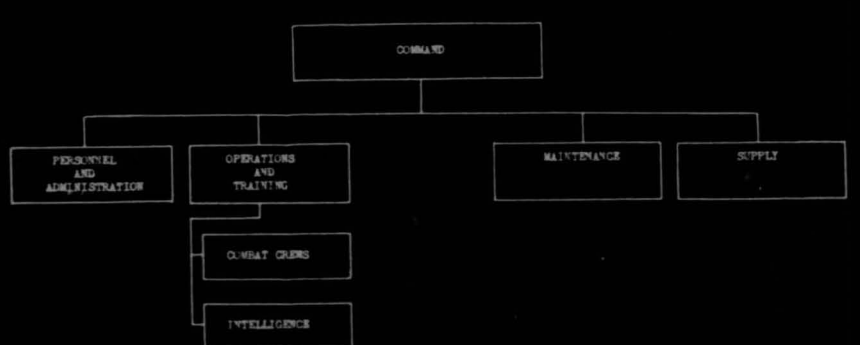
A. MAY BE MODIFIED BY PART IIA FOR 1.25 CREW RATIO, 50 HOURS PER AIRCRAFT PER MONTH.

B. MAY BE MODIFIED BY PART IIB FOR 1.5 CREW RATIO, 50 HOURS PER AIRCRAFT PER MONTH.

6. CREW COMPOSITION.--

AFS	AFSC	NO.
PILOT, BOMBARDMENT	1234C	2
AIRCRAFT OBSERVER, NAVIGATOR	1534A	1
SENIOR AIRBORNE RADIO OPERATOR	29353	1
SENIOR IN-FLIGHT REFUELING SPECIALIST	43159	1
IN-FLIGHT REFUELING TECHNICIAN	43179	1
FLIGHT ENGINEER TECHNICIAN	43271B	1

ORGANIZATIONAL CHART

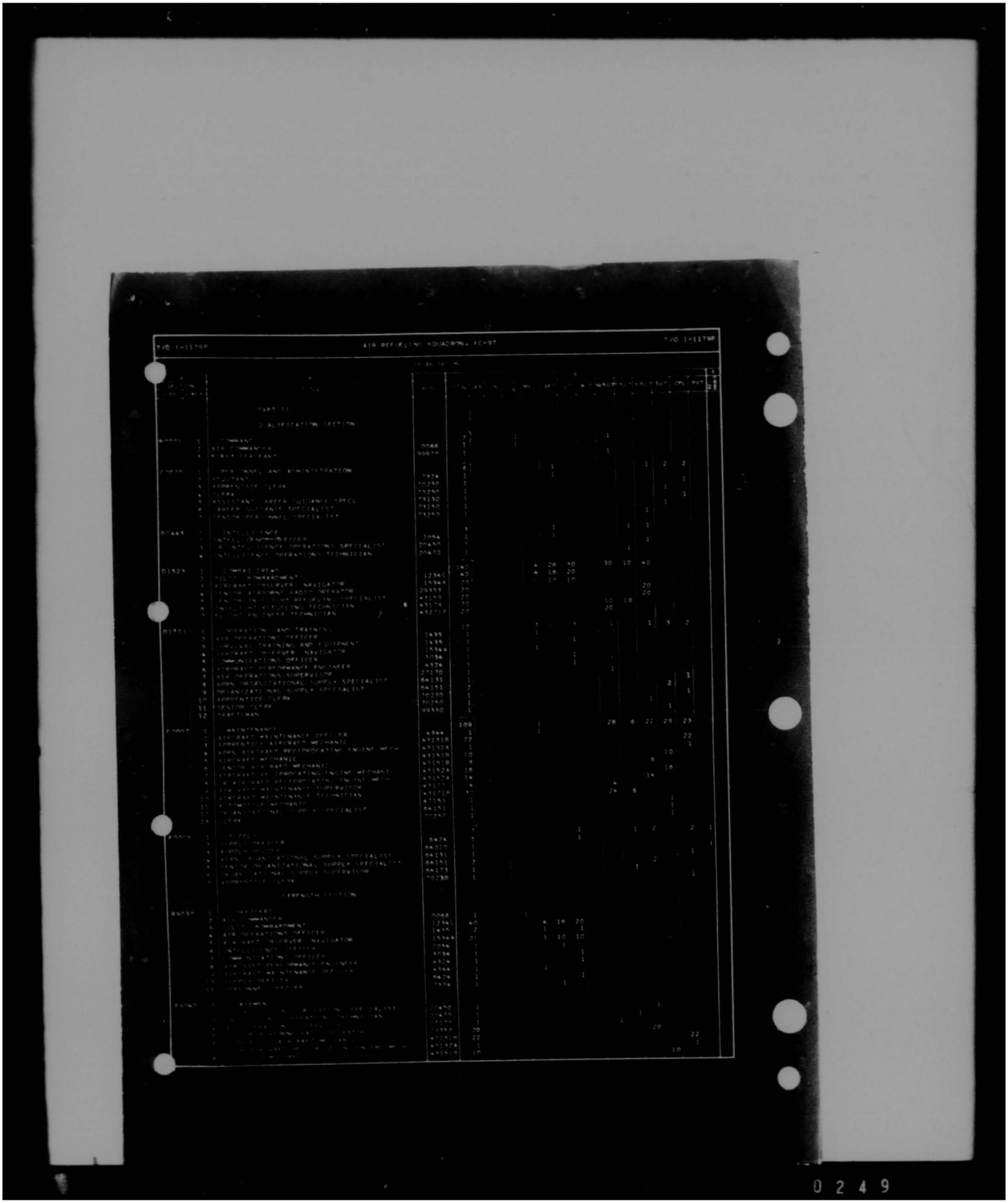


THIS TABLE WILL REPLACE T/O 1-1179F, DATED 1 MAY 1952, WHEN REORGANIZATION OF APPLICABLE UNITS IS AUTHORIZED BY HEADQUARTERS USAF.

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T/O 1-1170P — AIR REFUELING SQUADRON, KC-97 — T/O 1-1170P

ORGANIZATION

LINE	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	W/O	MSGT	TSGT	SSGT	SGT	CPL	PVT
R0040 3	SENIOR AIRCRAFT MECHANIC	43151B	8										8			
10	AIRCRAFT RECIPROCATING ENGINE MECHANIC	43152A	16											16		
11	SR AIRCRAFT RECIPROCATING ENGINE MECH	43152A	14										14			
12	SENIOR IN/FLIGHT REFUELING SPECIALIST	43159	20										20			
13	AIRCRAFT MAINTENANCE SUPERVISOR	43170	4								4					
14	AIRCRAFT MAINTENANCE TECHNICIAN	43171B	30								24	6				
15	IN/FLIGHT REFUELING TECHNICIAN	43179	20								10	10				
16	FLIGHT ENGINEER TECHNICIAN	43271B	20								20					
17	AUTOMOTIVE MECHANIC	47151	1											1		1
18	SUPPLY HELPER	64010	1													1
19	APRN ORGANIZATIONAL SUPPLY SPECIALIST	64131	2												2	
20	ORGANIZATIONAL SUPPLY SPECIALIST	64151	3											3		
21	SENIOR ORGANIZATIONAL SUPPLY SPECIALIST	64151	2										2			
22	ORGANIZATIONAL SUPPLY SUPERVISOR	64173	1									1				
23	APPRENTICE CLERK	70250	3												3	
24	CLERK	70250	7												2	
25	SENIOR CLERK	70250	1										1			
26	ASSISTANT CAREER GUIDANCE SPECL	73130	1												1	
27	CAREER GUIDANCE SPECIALIST	73150	1											1		
28	SENIOR PERSONNEL SPECIALIST	73250	1										1			
29	DRAFTSMAN	99950	1											1		
30	FIRST SERGEANT	99970	1								1					
R0050 1	RECAPITULATION															
2	OFFICERS		70		1	1	28	34								
3	AIRMEN		209								60	18	67	34	29	1
4	AGGREGATE		279													
	PART IIA															
	MODIFICATION TO BE ADDED FOR 1.25 CREWS. TO BE USED ONLY WHEN SPECIFICALLY AUTHORIZED BY THE DEPARTMENT OF THE AIR FORCE.															
	ADD THE FOLLOWING															
	QUALIFICATION SECTION															
D1525 1A	COMBAT CREWS		35				1	6	8		7	3	10			
2A	PILOT, BOMBARDMENT	1234C	10				1	4	5							
3A	AIRCRAFT OBSERVER, NAVIGATOR	1534A	5					2	3							
4A	SENIOR AIRBORNE RADIO OPERATOR	29353	5										5			
5A	SENIOR IN/FLIGHT REFUELING SPECIALIST	43159	5										5			
6A	IN/FLIGHT REFUELING TECHNICIAN	43179	5								2	3				
7A	FLIGHT ENGINEER TECHNICIAN	43271B	5								5					
	STRENGTH SECTION															
R0030 1A	OFFICERS															
2A	PILOT, BOMBARDMENT	1234C	10				1	4	5							
3A	AIRCRAFT OBSERVER, NAVIGATOR	1534A	5					2	3							
R0040 1A	AIRMEN															
4A	SENIOR AIRBORNE RADIO OPERATOR	29353	5										5			
12A	SENIOR IN/FLIGHT REFUELING SPECIALIST	43159	5										5			
15A	IN/FLIGHT REFUELING TECHNICIAN	43179	5								2	3				
16A	FLIGHT ENGINEER TECHNICIAN	43271B	5								5					
R0050 1A	RECAPITULATION															
2A	OFFICERS		15				1	6	8							
3A	AIRMEN		20								7	3	10			
4A	AGGREGATE		35													
	PART IIB															
	MODIFICATION TO BE ADDED FOR 1.50 CREWS. TO BE USED ONLY WHEN SPECIFICALLY AUTHORIZED BY THE DEPARTMENT OF THE AIR FORCE.															
	ADD THE FOLLOWING															
	QUALIFICATION SECTION															
D1525 1A	COMBAT CREWS		70				2	11	15		15	5	20			
2A	PILOT, BOMBARDMENT	1234C	20				2	8	10							
3A	AIRCRAFT OBSERVER, NAVIGATOR	1534A	10					3	5							
4A	SENIOR AIRBORNE RADIO OPERATOR	29353	10										10			
5A	SENIOR IN/FLIGHT REFUELING SPECIALIST	43159	10										10			
6A	IN/FLIGHT REFUELING TECHNICIAN	43179	10								5	5				
7A	FLIGHT ENGINEER TECHNICIAN	43271B	10								10					

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STRENGTH SECTION

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KEY PERSONNEL

Commander	Lt. Col. Perry P. Menzies
Adjutant	Captain Charles P. O'Brien
Operations Officer	Major Orin H. Ericksen
Supply Officer	2d Lt. Richard D. Meree

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SECRET

HEADQUARTERS
308TH MEDICAL GROUP
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

HISTORICAL REPORT FOR THE MONTH OF

JULY 1953

Prepared by

JAMES H. HOLLAND
1st Lt., USAF (MSC)

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APPROVED:

DONALD M. KENNETT
Major., USAF(MC)
Commander

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SECRET

HISTORY OF
308TH MEDICAL GROUP
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

1 TO 31 JULY 1953

1. MISSION

a. Primary. The primary mission of the 308th Medical Group is to provide and operate such medical facilities as may be required to maintain the greatest effective manpower potential of the 308th Bombardment Wing assigned strength in order to insure the accomplishment of the assigned mission.

b. Secondary. To assist the 2d Medical Group in providing total Medical Service to personnel assigned to Hunter Air Force Base, Georgia by operating a fixed USAF Hospital facility.

2. ORGANIZATION

a. The 308th Medical Group is organized under Table of Organization No. 1-9022, Department of the Air Force, dated 1 January 1952, with personnel strength of one times Part II AB, four times Part II AD, one times Part II AE and one times Part II AF for total strength of 27 officers and 98 airmen. Officer strength is broken down as follows:

/ Medical Corps - Nine

Dental Corps - Three

Medical Service Corps - Four

AF Nurse Corps - Ten

Veterinary Corps - One

b. The Medical Group is a composite organization designed to

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provide tactical medical support for the Wing or Squadrons at any place such units are operating, as well as medical support at home bases for combat units, support units and related personnel.

(1) The controlling unit of the Tactical Medical Support Element is the Wing Surgeon's Unit of the Tactical Medical Support Headquarters. This unit consists of the Wing Surgeon and three medical airmen and will accompany the Wing Headquarters to provide staff assistance and medical support to the Wing echelon.

(2) The basic medical support unit capable of providing primary medical service to a deployed squadron or equivalent unit is the Tactical Medical Support Element. The normal composition of this unit is one Flight Surgeon and three medical airmen. This element will accompany the squadron or equivalent unit to provide:

(a) Preventive medicine directed toward curtailing unit personnel losses;

(b) Aviation medicine directed toward the enhancement of operational efficiency of both personnel and equipment;

(c) Clinical medicine directed toward the primary treatment and disposition of casualties, including the prompt screening and evacuation of incapacitated personnel.

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(3) The Tactical Support Hospital consists of three officers, fifteen airmen and equipment for the "Infirmary, Medical (36 bed) Air Transportable". The personnel are the minimum required for operation of the facilities provided in all phases of wing tactical medical support operations. Whenever the workload of this unit is beyond the capacities of this minimum requirement, immediate personnel of the Squadron Tactical Medical Support Elements or, if necessary, by deployment of required personnel from the 100 bed hospital element at the medical group's home base. Personnel and equipment of the Tactical Support Hospital must never be considered as a complete complement of a Wing definitive support unit. The personnel complement is composed of the key medical personnel of a 100 bed hospital and as such, when deployed, is the advanced echelon of the hospital facility. When the Tactical Support Hospital Element is supporting a Wing movement consisting of Wing Headquarters and three Tactical Squadrons, the combined medical facility will total:

(a) Officers:

1 - Commander (Wing Surgeon)

1 - Adjutant

3 - Flight Surgeons

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1 - Surgeon

1 - Dental Officer

Total 7 Officers

(b) Airmen - 27.

(4) The basic organization of the Medical Group at the home station is the 100 bed hospital. When all units of the Wing are at the home station, personnel of the Tactical Medical Support Headquarters, Squadron Tactical Medical Support Elements and Tactical Support Hospital Element, are combined with this unit to operate the fixed medical facility.

3. PERSONNEL

a. Military strength at the end of the reporting period was 19 officers and 130 airmen. Sixteen officers were present for duty, two were on leave and one officer was on temporary duty away from the unit. Of the airmen personnel, 121 were present for duty, seven were on leave and two on temporary duty. The following changes in officer personnel were effected during the month:

(1) Captain Robb H. Rutledge, USAF (MC) relieved from active duty on 2 July 1953.

(2) Captain Dan Reikes, USAF (MC) relieved from active duty on 4 July 1953.

(3) First Lieutenant William H. Zinkham, USAF (MC) reassigned to 3902nd Medical Group, Offutt Air Force Base, Nebraska, effective 5 July 1953.

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(4) The following named officers, USAF (AFNC) assigned and joined from 2d Medical Group on 6 July 1953:

1st Lt Elizabeth G. Ferrell

1st Lt Ruby M. Thompson

(5) Captain Leon A. Martel, Jr, USAF (MC) relieved from active duty on 15 July 1953.

b. At the end of the reporting period the unit had a shortage of eight officers. These shortages exist in the Medical Corps, this is an acute shortage and the possibilities of replacements is not encouraging. There is an overage of 32 airmen, these overages exist mostly in the 902 Medical Career Field at the apprentice level.

c. At the present time this unit has no civilian personnel assigned.

4. OPERATIONS AND TRAINING

a. Operations - During the month, operations of the unit were centered around the operation of the fixed medical facility, Hunter Air Force Base, Savannah, Georgia. The USAF Hospital, at this base, is operating 125 active beds and affords inpatient and outpatient treatment facilities for base military personnel assigned to the 804th Air Base Group, 2d Bombardment Wing (M), 308th Bombardment Wing (M) and other specialized units. Full medical care is afforded dependents of base military personnel and locally resident dependents of other military personnel. At present six hospital wards are in operation. Three of these wards are for medical and surgical military patients; one ward for convalescent military patients; one ward for medical and surgical dependent

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patients and one obstetrical ward. At the end of the reporting period, 64 of the operating beds were occupied, 37 of which were military patients and 27 were dependent patients. During July 1953 the obstetrical service handled 62 deliveries. The outpatient services completed 377 complete physical examinations, 3079 immunizations of various types, and rendered 9051 treatments on the dispensary and clinical services to military personnel and their dependents. Sick call for the tactical squadrons was held on the flight line during the month. This monner of handling sick call for flying personnel results in a saving of time lost on being screened and treated. The dental service accomplished 12,078 treatments of all types during the reporting period.

b. Training - The military or ground training of the unit is being carried out under the provisions of SAC Regulation 50-6 and SAC Regulation 50-8, Supplement II, Individual Military Training. Technical training in individual specialties is carried out in the practical phase by the assignment of personnel to duty with departments and/or sections within the organizational structure of the fixed medical facility. Special emphasis is placed upon the qualifications and progressive training of personnel assigned to the Tactical Support Elements of the organization. Due to the importance of the mission of these elements, personnel assigned thereto are considered to be fully trained and readily available for such duties.

5. SUPPLY

a. The major shortage of supply is the Infirmary, Medical, 36 Bed, Air Transportable. Since this item comprises the major portion

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of equipment for the Tactical Support Hospital the operational readiness of the unit is seriously impaired. This item has only recently been standardized by the medical service and its distribution to units in the field is moving slowly. Requisitions have been placed. This unit has been advised that shipment will be accomplished as soon as depot stocks permit.

6. MAINTENANCE

a. With the assignment of all elements of the organization to the home base during the month, maintenance of tactical medical equipment presented no problems. There were no major maintenance problems involving medical equipment of the fixed facility nor of buildings in use by the organization.

7. MORALE AND RECREATION

a. Morale among personnel of the group was considered high during the month. This unit is continuing to carry out an aggressive sports program for assigned personnel. The facilities of the unit Day Room receive extensive utilization by the airmen personnel.

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308TH BOMBARDMENT WING MEDIUM



1 AUG–31 AUG
1953

HISTORY

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HUNTER AIR FORCE BASE

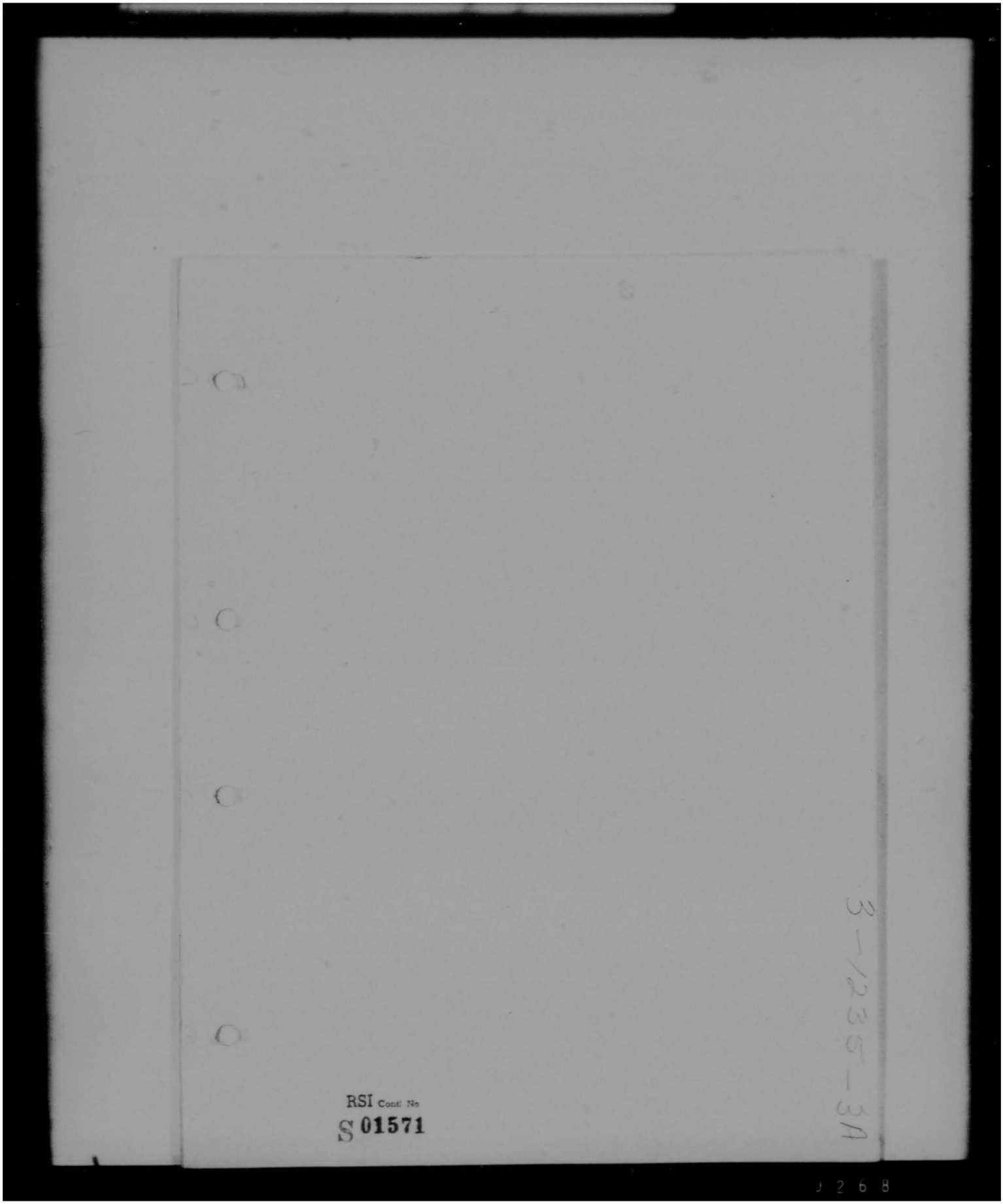
SAVANNAH, GEORGIA

STRATEGIC AIR COMMAND

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S01571

REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE

DIVISION: Historical

OFFICE:

SUBJECT & DESCRIPTION OF INCLOSURES: 3-1235-3A
History, 308th Bombardment Wing (M)

NO. OF INCLOSURES:

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Auth: CO 308th Bomb W.
1 Oct 53
Date Init.

HISTORY

OF

308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE

SAVANNAH, GEORGIA

— FOR —

1 AUG 53 TO 31 AUG 53

J. H. THOMPSON
COLONEL, USAF
COMMANDER

CHARLES R. NELSON
CAPTAIN, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

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PREPARED BY S/SGT. JOHN SONOVICH

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

1 August - The 308th Bomb Wing received its initial B-47 OCTS training schedule, 56 crews are to complete training in August, September and October 1953.

4 August - B-47 equipment requisitions were handcarried to proper supply depots.

5 August - Colonel Preston departed for approximately 90 days B-47 staff OCTS at Wichita AFB. Colonel Batjer assumed command of the wing.

6 August - Logistics Section commenced planning for B-47 mobility.

7 August - Three B-29's were transferred to the Training Command.

9 August - Four crews were sent to KC-97 OCTS at West Palm Beach International Airport, Florida with Lt Colonel Perry P. Menzies, Air Refueling Squadron Commander, going as Aircraft Commander of one crew.

10 August - The second phase of Air Force ROTC Cadet indoctrination program came to a close.

11-12 Aug - Wing ECM officer attended an ECM conference at the Boeing Plant, Wichita, Kansas.

14 August - A meeting with 2nd Bomb Wing, 804th Air Base Group and 38th Air Division Directors of Materiel was held and agreement reached concerning use of the new hangar.

15 August - Colonel Thompson assumed command of the wing during temporary absence of Colonel Batjer.

17 August - Logistics section inspected a B-47 from MacDill AFB to evaluate its load carrying capabilities for planning purposes. SECURITY INFORMATION

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19 August - Three staff crews reported for B-47 COTS at Wichita AFB, Kansas.

19-22 Aug - A representative of the Materiel Directorate visited MacDill AFB and procured a current B-47 UAL.

20 August - The Wing Commander established a Dependents Assistance Program.

21 August - The materiel section forwarded a letter to 38th Air Division with drawings as inclosures outlining modifications of the maintenance docks.

Two aircraft were returned from depots with elevator and over balance check completed.

24 August - Colonel Batjer returned from TDY and assumed command of the wing.

Reclassification forms were submitted on all personnel converting from 70 to 73 career field.

25 August - B-47 Maintenance Package was received providing for 200 airmen to attend various maintenance schools.

27 August - Colonel Batjer left for B-47 COTS at Pinecastle AFB, Florida. Colonel Thompson assumed command.

29 August - The wing gained its first KC-97 type aircraft from Lake Charles AFB, Louisiana.

31 August - 394:40 hours were flown by the wing during the month.

22 officers were lost under RIF; 4 officers and 148 airmen under early release program.

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31 August - A meeting was held with 38th Air Division Director of Operations concerning marking of parking areas and taxiways; but as yet no agreement has been reached.

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CHAPTER

I

ORGANIZATION

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ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

Although no change in Wing organization occured during August, re-organization under B-47 TO's was anticipated to be directed in September. Headquarters, Second Air Force, informally advised the Wing Director of Personnel late in August that SAC General Orders to this effect would be published within two or three weeks.

First to depart for B-47 and KC-97 transition training, many key wing command and staff personnel were ordered to Wichita AFB, Kansas, Pinecastle AFB, Florida and West Palm Beach International Airport, Florida in August. Frequent temporary changes of command and staff assignments resulted throughout the Wing. Colonel M. A. Preston, Wing Commander, left for Wichita on 5 August. Command was assumed by Colonel John F. Batjer. 1/ On 15 August Colonel James H. Thompson assumed command during a brief absence by Colonel Batjer, who returned on 24 August. 2/ 3/ On 27 August Colonel Thompson again assumed command when Colonel Batjer departed for seventy days B-47 CCTS at Pinecastle AFB, Fla. 4/

Major John M. Kirklin, former Wing Director of Personnel, returned to this station following nine (9) months TDY with the 307th Bomb Wing at Okinawa. He was assigned as Wing Administrative Inspector. Major Samuel Sloan III, was tempor-

1/ 308th Bomb Wg GO, 43, dtd 13 Aug 53 (Exhibit 1)
2/ 308th Bomb Wg GO, 44, dtd 15 Aug 53 (Exhibit 2)
3/ 308th Bomb Wg GO, 45, dtd 24 Aug 53 (Exhibit 3)
4/ 308th Bomb Wg GO, 46, dtd 27 Aug 53 (Exhibit 4)

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arily appointed Deputy Director of Operations, replacing Lt Colonel Francis E. Winget, who left the station for staff CCTS training at Wichita AFB, Kansas. Lt Colonel Giles C. Avriett, Chief of Maintenance Control, was ordered to Wichita AFB for B-47 CCTS training. His duties were assumed by Major Stuart H. Powis, who in turn was replaced by Major Carol W. Alton Jr. Lt Lawrence W. Helm replaced Lt Robert V. Wing as Comptroller; Lt Wing departed for Maxwell AFB, Alabama, to attend a Comptroller Course.

During the month three Regulations were published, Wing Regulation 111-1 (14 Aug 53), pertaining to non judicial punitive reduction of airmen, gave squadrons a complete picture of administrative procedures in reducing airmen in grades E-4, E-3, and E-2. 5/ Wing Regulation 55-2 (17 Aug 53), prepared by the Directorate of Operations, defined to Aircraft Commanders procedures for dispatching ROW messages. 6/ Wing Regulation 62-2 (20 Aug 53), also prepared by the Directorate of Operations, reviewed steps in investigating violations of flying regulations. 7/

In addition to these regulations two wing policies were also published. Wing Policy No. 3 (4 Aug 53), outlined steps for reporting and taking counter measures against sabatoge. 8/ Wing Policy No. 4 (12 Aug 53) required periodic inspections of airmen's dinning halls serving wing personnel. 9/

5/ Wing Reg 111-1 dtd 14 Aug 53 (Exhibit 5)
6/ Wing Reg 55-2 dtd 17 Aug 53 (Exhibit 6)
7/ Wing Reg 62-2 dtd 20 Aug 53 (Exhibit 7)
8/ Wing Policy Ltr No. 3 dtd 4 Aug 53 (Exhibit 8)
9/ Wing Policy Ltr No. 4 dtd 12 Aug 53 (Exhibit 9)

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An increasing number of requests to pro-rate indebtedness to the Government, the majority concerning fraudulent travel claims, occasioned a letter to all squadrons on the subject. Prompt repayment was stressed.

Realizing that conversion training programs will create a situation similar to that arising during our TDY to North Africa, the Wing Commander directed all squadrons to establish Dependents Assistance programs. Dependents of 308th personnel departing on TDY were contacted by letter and assured that the Wing will offer any possible aid in cases of emergency, financial difficulty or similar problems.

The temporary housing problem for 308th Air Refueling Squadron was partially settled by vacancies left by personnel going TDY. Occupation of permanent barracks, now scheduled for 1 November 53, should resolve this problem satisfactorily.

On 27 August Captain Joseph Hogg, former 374th Bomb Sq Security Officer replaced Captain Sanders as Wing Security Officer and Assistant Wing Adjutant.

Major Harold Royce, AF Aid Society project officer reported a total of $1,382.00 collected from the 308th Bomb Wing during the AF Aid drive conducted in August.

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CHAPTER

II

PERSONNEL

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PERSONNEL

Officers constituting the key personnel of the Office of the Directorate of Personnel, 308th Bombardment Wing M, were as follows:

Captain James O. Caton, Director of Personnel

1st Lt Clayton L. Crabbe, C & A Officer

2d Lt William S. Morse,Jr., Personnel Officer

A total of three (3) officers and seven (7) airmen were assigned to the Directorate of Personnel during the month of August.

The Combat Crew Control Section had one officer and one airman assigned.

GENERAL

The predominant concern of officer personnel during the month of August was the Reduction in Force program. The 308th Bombardment Wing was affected quite heavily by this program. Under the provisions of USAF message, AFPMP-4, AIMAJCOM 521/53, dated 18 June 53 (forced separations), the Wing lost a total of 22 officers. Included in this loss were four (4) Navigators, of which the Wing was already critically short. With the original instructions of this program, reclamas for officers were to be very strict, but as they progressed, the policy for reclamas was relaxed. The Wing has submitted two reclamas and their outcome is unknown at this time. Under the provisions of USAF message, AFPMP-4, AIMAJCOM 708/53, dated 30 July 1953 (voluntary release), the Wing lost four officers. Future reductions of the Air Force are being awaited by the Wing with a so-called "tongue-in-cheek" attitude.

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Early release of airmen was also announced during the month. The main eligibility criteria were the completion of three years active duty and possession of a non-critical AFSC. The 308th Bombardment Wing lost 148 airmen, with the majority being in the 32 and 90 career fields. New policies for early release are being anticipated in the near future.

Certain Career Fields remained or were discovered to be short of qualified personnel. A requirement still exists for personnel qualified in the Munitions or Special Weapons career field, AFSC 3254. The Wing authorization for this AFSC is three, with none presently assigned.

The Intelligence Career Field became disrupted during the month due to the loss of three Intelligence Officers - two to Reduction in Force and one to PCAF. It is anticipated that this shortage will be alleviated in the next two months due to known projected inputs to the 38th Air Division.

A shortage of AFSC 1435, Air Operations Officer, was observed during the month, however, this is no alarming situation as the Wing is very fortunate in having assigned qualified Operations Officers "hidden" behind their PAFSC 1244 (1).

The arrival of new officer personnel was also predominant during the month. Officers, both AOB and PAOB, arrived from Mather Air Force Base and were immediately dispersed to various ground training schools, such as Basic Survival, Advanced Survival, Altitude Chamber and Bomb Commander Courses. Although this training was fairly compact, it was accepted quite well by the officers concerned.

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During the month of August the 308th Bomb Wing received the schedule for crews to go to B-47 Combat Crew Training School. A total of 56 crews are to be sent to either Wichita AFB, Kansas, or to Pinecastle AFB, Florida. The first crews reported to Wichita AFB on 19 August 1953 and were of the staff variety. Colonel M. A. Preston, 308th Bomb Wing Commander, was one of the officers on these first crews. The majority of the crews will depart during the month of September and early October.

The Air Refueling Squadron continued to expand during the month of August. At the end of July the squadron had assigned twenty-one (21) officers and thirty (30) airmen and at the end of August the personnel strength had increased to thirty-seven (37) officers and one hundred nine (109) airmen. The Wing formed four crews from its own resources and they were sent to KC-97 CCTS at West Palm Beach International Airport, West Palm Beach, Florida. One was a staff crew, with the Squadron Commander, Lt Colonel Perry P. Menzies, as Aircraft Commander. The remainder of the crews to be assigned the 308th Air Refueling Squadron will be furnished from outside resources, such as ATRC or from other Air Refueling Squadrons.

During the absence of Colonel Preston, Wing Commander, and Colonel John F. Batjer, Deputy Wing Commander, who is TDY to B-47 CCTS at Pinecastle AFB, Florida, Colonel James H. Thompson assumed command of the Wing. Major Samuel Sloan, III assumed the duty as acting Director of Operations during the period Colonel Thompson was Wing Commander.

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MANNING

Officers: Body manning within the Wing decreased from 117% in July to 103% in August. Effective manning for August remained the same as for July 95%. Maximum effort was again placed on increasing the Wing's effective manning for the month of August, but due to an excess of officers in one field, namely, single rated bombardiers without additional experience in other fields, and to positions requiring technical knowledge and experience, the 100% effective manning for officers could not be achieved. The notable decrease in body manning can be attributed to the Reduction in Force Program and the normal attrition rate.

Airmen: Body manning for the month of August decreased from 110% in July to 95% and effective manning decreased to 59%, as compared with 65.1% in July. Special emphasis was placed on maximum effort for effective manning of airmen, but because of the additional positions authorized on the new T/O & E for the KC-97 Air Refueling Squadron, sufficient personnel were not assigned to the Wing to offset the increase of the new T/O & E. Reclassification in accordance with Air Force Manual 35-1 also contributed in part to this situation.

Manning in critical career fields was as follows:

Career Field	Body Manning	Effective Manning
42 & 43 (All Acft Maint)	83%	49%
20 (Intelligence)	114%	57%
64 (Supply)	93%	84%

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Authorized and Assigned Personnel as of 31 Aug 53:

Unit	Officers		Airmen	
	Auth	Asgd	Auth	Asgd
Hq Sq, 308 BW	45	46	107	118
308th Air Rflg Sq	35	37	229	109
373d Bm Sq	62	89	147	197
374th Bm Sq	62	84	147	197
375th Bm Sq	62	82	147	203
308th A&E Maint Sq	9	9	158	199
308th Fld Maint Sq	7	8	302	276
308th Per Maint Sq	5	4	137	96
308th Med Gp	27	16	98	129
TOTALS	364	375	1472	1524

GAINS AND LOSSES

The gains and losses of personnel for the month of August 1953 showed a very marked increase in gains and an increase in losses also, as compared with the month of July 1953. Total gains were 289 and total losses, 133. Officers gained during the month 94: lost 51. July's officer gains were 72: lost 25. July's airmen gains were 116. lost 65. The airmen gained were mainly in 43 career field, but at a low skill level. The losses were chiefly in the 32 and 90 career fields. The officer gains were in AFSC 1244 (Pilot Aerial Observer) and AFSC 1524(AOB).

CLASSIFICATION

During the month of August, reclassification action on airmen was continued, pursuant to Air Force Manual 35-1. Practically all 2AF Forms 42 (Reclassification Form) were submitted

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for the conversion of the 70 career field to the 73 career field, and all remaining Forms 42 are being prepared for other career field conversions, in accordance with Air Force Manual 35-1. A date of 15 September 1953 has been set as a tentative date to have all reclassification actions completed within the Wing.

The Wing has a large reclassification problem to overcome with the hoards of gunners which will be assigned after the conversion. Approximately fifty (50) will be allowed to man positions in the Air Refueling Squadron. Of course, many will choose to be separated under the early release policy and others have been used as clerk-typists and are happy to be doing such "soft" work.

There has been no real officer classification problem, but with as many imputs as the Wing received during the month, it is felt there will be more work in classification in the future.

SCHOOLS

School quotas for officers in a PCS status received during the month were comparatively small. The Wing received only four (4) spaces to Primary Observer Upgrading Course #150001 for the entire month. Approximately six (6) times that amount would be required to release single rated observers who cannot be utilized in a Medium Jet organization. No quotas were received for Primary Observer Course for Pilots #150002 during the month. It was indicated that the Wing would receive twelve (12) spaces for

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the P-AOB course in September 1953.

Lt Robert V. Wing, 308th Bombardment Wing Comptroller, was selected to attend the Comptroller Staff Officer Course during September for a period of fifteen (15) weeks, at Maxwell AFB, Alabama. The Wing also sent thirteen (13) observers to Mather AFB, California for K-System and High-Speed Navigation Courses.

Airmen: During the month of August, a total of forty-two (42) airmen were sent to school, as compared with the low total of five (5) during July. Twenty-eight (28) airmen were sent to school TDY and fourteen (14) airmen sent PCS. Of the fourteen (14) airmen sent to school PCS, twelve (12) had made application for the school, the remaining two were sent on mandatory quotas. During the month of August, airmen showed an increasing desire to attend schools.

The B-47 Maintenance Package was received during the month. It involves a total of two hundred (200) maintenance personnel, who will be sent to various maintenance schools and also maintenance personnel to be assigned the Wing from outside sources. Eleven (11) airmen were sent to Amarillo AFB, Texas, to attend B-47 Aircraft Maintenance Training. Eight (8) airmen were to be trained in the Aircraft Mechanic Channel, 43170/71 level, three (3) to be trained in the Hydraulic Channel, 42550 level.

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CHAPTER

III

OPERATIONS

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TRAINING

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OPERATIONS AND TRAINING

The many and varied problems associated with conversion to B-47 aircraft continued to confront the Operations Directorate during the month of August. The accelerated effort to wipe out as many training commitments as possible before the arrival of the new aircraft continued to be a major headache. Total flying time projected was 450 hours of which 394:40 hours were flown. Of the hours flown, 350:05 were operational, 26:20 were ferry flights and 18:15 hours were devoted to test flights. The principle difficulty during August was maintaining intact crews. School quotas and off-base training commitments made crew integrity a virtual impossibility throughout the entire month.

The Plans Section saw the second phase of the AFROTC Cadet program come to a close on 10 August. Thrity-six sorties were flown during this phase. A total of 216 Cadets were flown on a mock combat mission which averaged two hours and 24 minutes. Total time flown was 86 hours and one minute. A booklet, "Report on the AFROTC Cadet Indoctrination Program," was compiled and published by the Plans Section and forwarded to the Wing Commander. 10/

Though many of the sections of the Operations Directorate experienced a recession of activity during the month, the Ground Training Section found itself exceedingly busy. Altitude Chamber Training at MacDill AFB, Florida received the highest priority

10/Booklet,"Rpt on 1953 AFROTC Cadet Indoctrination Program," 308th Directorate of Operations

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due to Second Air Force policy that Phase I training be accomplished prior to transition. To work out the proper phasing for personnel attending this training, very close liasion was necessary between the Personnel and Operations Directorates. A total of 65 men attended this training during August. Two Advanced Survival Training courses were conducted during the month at Stead AFB, Nevada. Twenty-seven men from the wing attended. Foremost among the on-base training accomplished during this month were the two celestial navigation courses for single rated pilots. The purpose of these courses was to train single rated pilots on star identification, sextant observations, and the resolution of simple sight reductions to lines of position. A Master Ground Training Schedule was published and distributed to all units. 11/

The month of August was uneventful for the Wing Standardization Board. The standboard navigator assisted the wing observer in compiling lecture outlines and training aids for the celestial navigation course. He also helped to administer the final examination for this course.

Synthetic gunnery training during the month of August consisted of 201 hours on the E-14 trainer and 66 hours 30 minutes on the E-26 trainer. The highest comparative proficiency score attained was 42 per cent by a gunner of the 373d Bombardment Squadron. Twenty-four airmen completed the one day OQ exercise at the Camp Stewart range. There was no live gunnery

11/ Aug Master Ground Trng Schedule, Directorate of Operations 25 July 53

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during the month due to limited number of crews. The Wing Gunnery Officer began interviews of gunners to determine which of them would be sent to school for In-Flight Refueling Specialist training.

Very little communication training was conducted at Wing and Squadron level due to the fact that no tactical missions were flown by squadrons of this wing. Several TWX's pertaining to new Airways and Air Communications Service (AACS) voice reporting procedures were received from Second Air Force. Tactical position reports are now being submitted in the clear to AACS ground stations for relay to home station when flights are of unclassified nature. All radio operators from the 373rd and 374th Bomb Squadrons, and the 308th Air Refueling Squadron completed the required code training, ie, 20 words per minute sending, and 16 receiving.

The ECM Section experienced a relatively quiet month. The Wing ECM Officer attended an ECM conference at the Boeing Plant in Wichita, Kansas. The present and projected configuration on B-47 aircraft was discussed. An ECM indoctrination film was shown to flying personnel of the three tactical squadrons. The film demonstrated a simulated combat strike, the success of which was heavily dependent upon effective ECM.

There were no flying accidents during this period. The annual accident rate decreased to 13.1 per 100,000 flying hours. Two Flying Safety Meetings were held with aircrew personnel 83

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per cent present and maintenance personnel 82 per cent present. All Operations Memorandums were rewritten so as to conform with the operations after conversion. The required new operations memos are being written at this time. Two Flight Review Meetings were held and both attended by the Wing Flying Safety Officer.

The Wing Intelligence Section suffered from the loss of key officer personnel. A total of four hours of intelligence training for combat crew members was accomplished. This training consisted of two hours of Evasion and Escape and two hours of Aircraft Recognition. The latter also included a short discussion of current intelligence information of special interest to combat crews. No photo scoring was accomplished during the month due to the curtailment of flying activities. The supply situation is still a definite handicap to progress on both the foreign and domestic target folders.

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ROSTER OF AEF PERSONNEL (Operations Directorate)

Col James H. Thompson	Director of Operations
Lt Col Francis E. Winget	Deputy Director of Operations
Maj John F. Turnbull	Operations and Training Officer
Maj Samuel Sloan III	Plans Officer
Maj William J. Rekel Jr.	Wing Observer
Maj Cecil H. Dawkins	Flying Safety Officer
Maj Clifford L. Lundgren	Intelligence Officer
Maj Harold L. Royse	Communications Officer
1st Lt Charles F. McCormick	Gunnery Officer
1st Lt George R. Green	ECM Officer
1st Lt Charles W. Parker	Reports and Analysis Officer
2nd Lt Gene R. Stanich	Ground Training Officer

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19

CHANGES AFFECTING THE DIRECTORATE

Personnel strength of the Operations Directorate as of 31 August 1953 consisted of 20 Officers and 31 Airmen. Losses and gains in personnel during the month were as follows:

Losses

Capt John V. Averell	Intelligence Section
Capt Frank B. Johnson	Observer Section
1st Lt Lewis W. Kendrick	ECM Section
1st Lt Philip E. Aschinger	Radiological Defense
1st Lt Joe B. McGarrah	Intelligence Section
S/Sgt Ralph G. Embich	Operations & Training Section
A/1C Douglas W. Spangle	Director of Operations Office
A/B Gerald A. MacDonald	Intelligence Section

Gains

Capt Oren A. LaPlante	Staff Flight Engineer
1st Lt Harry J. Crespy	Ground Training Section
A/2C Russell C. Link	Intelligence Section
A/2C Billy R. Pyle	Intelligence Section
A/2C Stephen M. Uprichard	Director of Operations Office

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CHAPTER

IV

MATERIEL

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MAINTENANCE

The Maintenance Control activity of this directorate recorded the following items of historical interest for the report-period 1 through 31 August 1953.

The 308th Bombardment Wing (H) for the month of August was scheduled to fly 450:00 hours. The Wing flew 350:05 operational and 44:35 hours test hops and ferrying which required 29,071 man-hours of maintenance, thus making an average of 74.1 manhours per one (1) hour flying time.

The average fuel consumption for August was 398 gallons per hour as the Wing consumed 157,407 gallons in flying 395:00 hours. This time includes missions, test hops and ferrying time.

The Wing had twenty-four (24) B-29 and one (1) KC-97 aircraft assigned, with twenty-four (24) B-29 and one (1) KC-97 type aircraft possessed. Of the possessed aircraft, 72% of the B-29 aircraft and 23% of the KC-97 aircraft, were in-commission and flew an average of sixteen (16) hours per aircraft.

The TOC rate at the end of August was 6.6 as compared to 6.0 at the end of July.

The UR Section submitted nine (9) UR's for the month of August as compared to thirty-three (33) submitted in July. There were no outstanding UR's.

The Wing had a total of five (5) aborts of which two (2) were due to material and three (3) due to maintenance. There were no radar aborts for the month of August.

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During August two (2) aircraft returned from depot with Elevator Over Balance completed. Three (3) aircraft were transferred to the Training Command during the month. One (1) aircraft from "On Top" modification.

The Wing gained its first KC-97 aircraft from the 44th Bomb Wing at Lake Charles AFB, Louisiana.

The only missions that were flown during the month were pilot proficiency and instrument checks.

Lt Colonel G. C. Avriett departed for B-47 school for approximately ninety (90) days. The Maintenance Control Officer, Major Stuart H. Powis, assumed the duties of Chief of Maintenance in his absence.

Major James E. Decker, the Wing Standardization Officer, was released from active duty and Major Carol W. Alton appointed to this position.

Second Lieutenant George W. Scott, the OIC of Reports and Analysis Section has been transferred to the 308th Air Refueling Squadron as assistant Maintenance Officer.

CWO Neal H. Freeman, the OIC of TOC and Records Section, was released from active duty with 2nd Lt Albert F. Hasper appointed to his position.

Supply Liaison completed all pre-issue lists for the new type aircraft during the month, including all fifteen (15) day bench stock lists. The Wing retained a zero AOCP rate. ANFE rate was .9%. Supplies for the new type aircraft are being received and issued to the squadrons.

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SUPPLY

The Supply activity of this Directorate initiated the equipping program for B-47 conversion. SAC representatives brought machine prepared requisitions and dummy UPREALS for the conversion program.

Organizations screened the prepared requisitions against B-29 equipment on hand and amended the requisitions. The screened requisitions were hand carried to the appropriate depots for action. Supply action on these was instituted immediately by the depots and property was being received by the squadrons prior to the end of the current month.

Representatives of this Directorate visited MacDill AFB and procured copies of current B-47 UALs. These UALs are being compared with the ones currently being compiled by organizations for the conversion program.

The Flyaway Kit for the 308th Air Refueling Squadron is being supplied on AFSD. The initial AFSD lists 19,290 items of which 10,483 were received.

Two (2) initial libraries of publications have been received by the Air Refueling Squadron.

LOGISTICS

The Logistics Office of this Directorate devoted most time during this reporting period in discussions and planning for preparation of a new Mobility Plan consistant with the conversion from B-29 aircraft to a B-47, KC-97 type wing. A few of the projects undertaken for discussion, planning and resolvement by

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which a new Mobility Plan could be prepared with a lesser amount of effort are as follows.

A mobility planning memorandum was prepared and forwarded to all organizations cautioning them to establish and record weights and cubature of incoming material peculiar to the B-47 and KC-97 type aircraft. In this way, equipment need not be put out of service from a using activity at some future date to ascertain weights and cubes as required in unit and consolidated wing Mobility Plans.

Action was taken by this office to obtain courtesy copies of Mobility Plans from the 305th and 306th Bombardment Wings of MacDill AFB, with the purpose in mind of referencing these plans when actual development began on the 308th Bombardment Wing Mobility Plan.

Since the 306th BW was on a rotational TDY during this reporting period, two (2) courtesy copies were dispatched from the 305th BW for our information and use. Follow-up action will be taken to obtain copies from the 306th BW after their return from overseas sometime in September.

Logistics developed and completed a project named "Fillout" designed to show at a glance through the use of a cardex file the overall status of maintenance type APSC's in a B-47, KC-97 type wing. It was determined, however, that since Maintenance Control of the Directorate would have greater use of such information this project would ultimately be maintained in a current status by Maintenance Control. The project officer from that section will

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be thoroughly briefed relative the project and if acceptable by him, the card file system will be turned over to him for his reference and use as required.

Activation of the Air Refueling Squadron for the 308th BW prompted this office to thoroughly brief and equip the appointed unit mobility officer of that unit with data and reference material pertaining to organizational mobility planning and development.

Mobility readiness and inspection, a project proposed for implementation by Logistics for the month of August was postponed until 1 October. The reason for postponement was a decision reached by this office in the belief that units were not as yet prepared for such inspections. Present activity consisting of indoctrination courses, receipt of new type materiel, reorganization in general and etc., would make such inspections as proposed under a revised questionaire prepared by this section premature.

An informal inspection of a visiting B-47 from MacDill AFB on 17 August afforded personnel of this section, its first opportunity to evaluate for planning purposes the load carrying capabilities. This characteristic coupled with the KC-97E and F type aircraft cargo carrying capabilities will require very careful consideration and considerable preliminary planning to arrive at an accurate MATS airlift requirement in a mobility deployment. In view of the above observations, members of the logistics office will be TDY to MacDill AFB for a few days in September or October, for purpose of resolving mobility problems pre-

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sumably experienced in the past by both wings at that base.

During the month of August a teletype message was received from Second Air Force Headquarters which establishes format composition of unit and consolidated wing Mobility Plans. Noteworthy is the fact that the 308th BW has put into practice these requirements several months ago and in fact the now obsolescent B-29 wing Mobility Plan was constructed in the manner presently shown as a requirement.

A brief mobility narrative was prepared for the Director of Operations in preparation to indoctrinate visiting VIPs on the functions of the Logistics Office. This narrative reflected duties and responsibilities of Logistics in broad terms only, omitting any specific work done which usually falls into a classified category.

This Logistics Office joined with others in preparing a list of reading and reference material for key personnel at squadron level. The purpose behind this project was to reaffirm and reestablish in the office functionaries at unit level their respective responsibilities as required by this and higher headquarters.

FACILITIES

The Facilities and Planning Office work for the month can be divided into three (3) categories: (1) Work Order Request and Follow-ups. (2) Present Facility Requirements. (3) Future Plans.

Work Orders: A working agreement was made with AIO so that all work orders being returned to the organizations of the 308th BW would be routed through this office.

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In addition, action was taken to bring into a current status all work orders submitted since 1 June 1953. As a result of a closely coordinated action and review between this office and the AIO, a noticeable improvement has taken place in the length of time it takes to process 308th BW work orders.

All squadrons were furnished copies of a letter from the Commander of 38th Air Division regarding unauthorized and non-essential construction. Due to the austerity program as presently experienced from the standpoint of appropriations, no construction of any kind can be done unless approval of such construction is obtained from the 38th Air Division.

Present Facility Requirements: The project of modifying maintenance docks lasted most of the month. Modification involved changes to KC-97 and B-47 aircraft. Of three (3) plans considered the one selected promised the best facilities for the smallest outlay of money. A letter was written for the Commander, 38th Air Division with suitable inclosures (drawings) outlining and elaborating on the plan. This letter will leave 38th Air Division by 1 September 1953, for AMC via 2AF and SAC. Approval by SAC is necessary before AMC can provide funds for the modifications.

Castle maintenance stands, three (3) for the 308th BW and four (4) for the 2BW, are scheduled for modification to fit KC-97 aircraft.

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A steel frame shed (belonging to 2BW PMS) will be modified to fit a KC-97. This shed will be turned over to the 308th BW as soon as funding for the modification has been approved.

Three (3) steel frame sheds (belonging to 2BW PMS) will comprise those B-47 facilities required by the 308th PMS to conduct their necessary maintenance as soon as possible after the 2BW stands down.

In the new hangar now under construction, three (3) spaces will be for the 2BW PMS for B-47 aircraft. The remaining spaces will be divided between the 2BW and the 308th BW for use as TOC, retraction test, weight and balance, etc.

The three (3) shops in the new hangar will be jointly occupied by the two (2) wings. They will be the air frame, electrical and instrument shops. Cost of the above dock project modification will be $4,112.

A B-47 was diverted to Hunter AFB at our request on 18 August 1953. It was used to test the suitability of the proposed PMS docks and for measurements for maintenance stands. The results were very satisfactory.

The problem of finding suitable housing and facilities for the Air Refueling Squadron was solved temporarily by getting them the top half of barracks T-601 for housing and all of dock 22 for a post flight dock.

The 375th Bombardment Squadron Operations was moved off the line to the former 3908th SMS briefing room. In addition, the SAC Evaluation Squadron and 375th Bomb Squadron exchanged supply

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buildings T-1246 and T-1248. The former 375th Bomb Squadron Operations will now become Engineering and Personal Equipment. Personal Equipment moved from T-1290 to T-1270.

Investigation revealed that squadrons were not complying with Base Regulation 93-1, regarding the proper procedure for moving into buildings or vacating same. All squadrons were notified that strict compliance with the regulation would begin immediately.

FUTURE PLANS

The overall base plan is to move the 308th BW facilities onto the south side of the field. A considerable amount of sound planning was achieved even though this project progressed very slowly during the month. To begin with, it was confirmed by 38th Air Division, Director of Materiel, Lt Col Spratt, that the 308th BW units would be the first to move into the new barracks. Completion date of the first barracks is now set at 1 November 1953. At that time the tactical squadrons will be the first to move, followed by A & E and the Field Maintenance Squadrons. Headquarters Squadron personnel will be the last to move.

Another movement plan envisions moving all 308th BW facilities out of T-1288 the Base Training building to make room for the B-47 MMD.

A meeting of the Director's of Materiel (308BW, 2BW, AHDM, and 38ADDM) on 14 August agreed on the use of the new hangar presently under construction.

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One of the biggest problems this month involved plans to move the 374th Bomb Squadron Operations off the line. Building T-1241, which we wanted for them, belongs to AACS and as yet we are unable to move them. When the 374th Bomb Squadron moves, the Personal Equipment will move from T-1245 to T-1269 leaving part of T-1270 for the Air Refueling Squadron Supply, now in the old theater building.

Building T-1405 was assigned to A & E for use as a storage building for heavy items of '263' (TO 00-35-263). This is an interim measure only and it is planned to move this storage space to the south side of the field as soon as possible.

A survey was started this month of all the facility requirements of the 308th Bombardment Wing. This, when completed will serve as a basis for all future wing planning on facilities.

Meetings were held with the 39th Air Division Director of Operations regarding parking facilities and taxi-ways for our aircraft. A message from SAC indicated that all parking and taxi-ways should be adequately painted. Considerable discussion has taken place but as yet no final agreements have been reached. Our parking problems are part of the base wide problem and until AIO has finished its surfacing project for the 2SW area, no final parking spots can be marked. Air Division Director of Operations hopes to have an interim solution by 5 September 1953.

The Engine Build-up Section of Field Maintenance moved into hangar T-1290 this month. This will be an interim move until T-1290 is converted for use as an A & E facility. To date no

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word on the letter to SAC, regarding T-1290 as an A & E facility has been received.

Plans are underway to move the Ground Power Unit of Field Maintenance, the Air Frame, and Typewriter Repair Shops from T-1288 to make room for the B-47 MMD. These moves should take place in September 1953, if suitable space can be made available. The other shops left in T-1288 will be moved when the new hangar is completed.

This office started charts this month to portray the progress of the wing as far as facilities requirements are concerned. These charts are designated to give the Director of Materiel an accurate picture of present, interim and permanent type facilities.

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CHAPTER

V

MISCELLANEOUS

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MORALE

During the month of August, officer morale was sharply affected by uncertainty of the Reduction in Force policies. Since this program eliminated some officers who were considered by their fellow officers as being among the best, no one could feel certain he would not be eliminated next. Morale among airmen was at a higher level than in previous months due to the early release policy which allowed surplus airmen to be discharged in advance of normal discharge dates.

GROUND SAFETY

Six accidents occurred during the month of August in the 308th Bombardment Wing. Four of these accidents were non-disabling and two were disabling, with a total of six man days lost at a cost of $180.00 to the United States Air Force. The 308th Bombardment Wing had only one vehicle accident for the month of August and was awarded the Hunter Air Force Base Safe Wheels trophy for that month.

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 31 August 1953.

Colonel James H. Thompson	Wing Commander
Captain Charles R. Nelson	Adjutant
Captain James O. Caton	Director of Personnel
Colonel James H. Thompson	Director of Operations
Colonel Ralph C. Jenkins	Director of Materiel
1st Lt Robert V. Wing	Comptroller
Major Clifford L. Lundgren	Intelligence Officer
Captain Arthur H. Miller	Commander, Headquarters Squadron
Lt. Col. Perry P. Menzies	Commander, 308th Air Refueling Squadron
Major Bayron R. Howe	Commander, 373d Bomb Squadron
Major Russell K. Weller	Commander, 374th Bomb Squadron
Major Coyd V. Wakeman	Commander, 375th Bomb Squadron
Lt. Col. Ralph H. Schneck	Commander, 308th Field Maintenance Squadron
Major Charles E. Keenan	Commander, 308th Periodic Maintenance Squadron
Major Jess L. McNeill	Commander, 308th Armt & Elect Maint Squadron
Major Donald M. Kennett	Commander, 308th Medical Group

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1. Wing Classified Files
2. Wing Central Files
3. History of the Directorate of Personnel for August 1953
4. History of the Directorate of Operations for August 1953
5. History of the Directorate of Materiel for August 1953.
6. History of the 373d Bomb Squadron
7. History of the 374th Bomb Squadron
8. History of the 375th Bomb Squadron
9. History of the 308th Air Refueling Squadron
10. History of the 308th Field Maintenance Squadron
11. History of the 308th Periodic Maintenance Squadron
12. History of the 308th Armament & Electronics Maintenance Squadron
13. History of the 308th Medical Group

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APPENDIX

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LIST OF EXHIBITS

1. 308 BW, Gen Order 43, 13 Aug 53
2. 308 BW, Gen Order 44, 15 Aug 53
3. 308 BW, Gen Order 45, 24 Aug 53
4. 308 BW, Gen Order 46, 27 Aug 53
5. 308 BW, Wg Reg 111-1, 14 Aug 53
6. 308 BW, Wg Reg 55-2, 17 Aug 53
7. 308 BW, Wg Reg 62-2, 20 Aug 53
8. 308 BW, Wg Policy 3, 4 Aug 53
9. 308 BW, Wg Policy 4, 12 Aug 53
10. Rpt on 1953 AFROTC Cadet Indoctrination Program, 308 BW DO
11. Schedule, August Master Ground Trng Schedule, 308 BW DO 25 July 53
12. 308 BW, Personnel Statistics for August
13. History, 373d Bombardment Squadron for August 1953
14. History, 374th Bombardment Squadron for August 1953
15. History, 375th Bombardment Squadron for August 1953
16. History, 308th Air Refueling Squadron for August 1953
17. History, 308th Armt & Elect Maintenance Squadron for Aug 1953
18. History, 308th Periodic Maintenance Squadron for August 1953
19. History, 308th Field Maintenance Squadron for August 1953
20. History, 308th Medical Group for August 1953

SECURITY INFORMATION

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 43)

13 August 1953

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia, during the temporary absence of COLONEL M. A. PRESTON, 1337A.

JOHN F. BATJER
Colonel, USAF
Commander

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3 - CG, SAC, Attn: Cols Asgmt Sec
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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

(ERAL ORDERS)
NUMBER 44)

15 August 1953

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ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia, during the temporary absence of COLONEL JOHN F. BATJER, 1328A.

James H. Thompson
JAMES H. THOMPSON
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 45)

24 August 1953

RESUMPTION OF COMMAND - Under the provisions of Air Force Regulations 24-1 and Air Force Regulation 35-54, the undersigned resumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia.

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JOHN F. BATJER
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 46)

27 August 1953

ASSUMPTION OF COMMAND - Under the previsions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia, during the temperary absence of COLONEL JOHN F. BATJER, 1328A.

James H. Thompson
JAMES H. THOMPSON
Colonel, USAF
Commander

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WING REGULATION)
NUMBER 111-1)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
14 August 1953

MILITARY JUSTICE

Non-Judicial Punitive Reduction of Airman

1. PURPOSE - To outline certain procedures to follow in non-judicial punitive reduction of enlisted personnel under provision of Article 15, UCMJ, and to implement instructions outlined in Appendix to MCM, US, 1951.

2. SCOPE - This regulation is applicable to all units of this Wing.

3. RESPONSIBILITY - Unit Commanders are responsible for compliance with this regulation.

4. GENERAL - Unit Commanders are authorized to effect one grade reduction of airmen in grade E-4, E-3 or E-2. The Wing Commander will effect one grade reduction for non-commissioned officers.

5. PROCEDURE - a. One-grade reduction of non-commissioned officers.

(1) The Unit Commander concerned will, after determining that a one-grade reduction is desirable and justifiable, prepare a letter to the Wing Commander which will contain the following information:

(a) All the facts upon which the recommendation is based.

(b) References to any inclosures that may be attached as substantiation of recommendation.

(c) A list of all previous offenses of the NCO, in his present organization, and a statement, affirmative or negative, concerning previous non-judicial punishment in his present organization.

(2) This letter will bear the personal signature of the Unit Commander.

(3) When this letter is received by the Wing Commander, all action thereafter will be specified in a new basic communication prepared by this Headquarters, addressed to the NCO concerned, through his immediate commander. The 1st indorsement, addressed to the NCO concerned, will be prepared by the Unit Commander. The 2d indorsement will be prepared by the NCO concerned, addressed to his immediate commander, who will in turn indorse to this Headquarters by 3d indorsement. If the recommended one-grade reduction is effected, the reduction will be contained in the fourth indorsement

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signed by the Wing Commander. The 5th indorsement to this letter will be from the Unit Commander to the NCO being reduced and will be given to him personally by the Commander.

(4) In the left margin of the 5th indorsement a pen and ink notation will be entered on all copies stating that the reduction has been entered in the individual's service record in accordance with AFR 31-10. Notation will be signed by the custodian of the record.

b. One-grade reduction of airmen in grade E-4, E-3 or E-2.

(1) The Unit Commander will prepare a letter to the airmen to be reduced, stating his intentions and listing all facts upon which the recommendation is made.

(2) The 1st indorsement will be prepared by the airman concerned stating receipt is acknowledge and whether or not trial by Courst Martial is demanded.

(3) The 2d indorsement will contained the one-grade reduction and will be given to the individual concerned personally by the Unit Commander.

(4) In the left margin of the 2d indorsement a pen and ink notation will be entered on all copies stating that the reduction has been entered in the individual's service record in accordance with AFR 31-10. Notation will be signed by the custodian of the record.

6. ROUTING OF RECORD OF PUNISHMENT - a. After completed action, if reduction is effected, one copy of the correspondence, certified as a true copy of the original, will be sent to the Commander Second Air Force; the original to the Air Adjutant General, Headquarters USAF; and a second copy, certified as a true copy of the original will be placed in the individual's field personnel file. If reduction is not effected, correspondence will be filed as normal correspondence.

b. To accomplish the routing of subject correspondence as outlined above, a letter of transmittal will be prepared under the 38th Air Division heading, addressed to the Air Adjutant General, Headquarters USAF, Washington 25, D.C., with a courtesy copy to Commander Second Air Force. Correspondence will be assemble in accordance with AFM 10-1 and Base Regulation 10-3, as amended.

7. AUTHORITY FOR REDUCTION - The authority for the reduction is the indorsement that effected reduction. No Special Orders will be issued in this type of reduction.

8. CHANGE IN AFSC - If reduction is effected, Commanders will take action to reduce the grade skill of AFSC, when appropriate, in accordance with par 17b, Sec V, Part I, AFM 35-1.

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9. REFERENCES - AFR 111-9, as amended, Manual for Courts Martial, United States, 1951, AFM 35-1 and AFR 31-10.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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WING REGULATION)
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NUMBER . 55-2)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
17 August 1953

OPERATIONS

Aircraft RON Messages

(This Regulation supersedes Wing Regulation 55-2, dated 15 March 1952.)

1. PURPOSE. To outline information required by this Headquarters when assigned aircraft remain away from this station overnight.

2. SCOPE. This regulation is applicable to all tactical and support squadrons assigned or attached to this command.

3. RESPONSIBILITY. It will be the responsibility of all Squadron Commanders under the jurisdication of this Headquarters to insure that all Aircraft Commanders assigned or attached to their respective organizations adhere to this regulation and that a copy is carried in the Aircraft Commander's Handbook of SOP's. Aircraft Commanders will be responsible for sending these RON messages every night at 2400Z. In addition they will insure that Base Operations at the RON station knows their whereabouts and how to contact them at all times.

4. GENERAL. To meet training and maintenance report suspense dates, and to enable operations and maintenance to perform proper pre-planning, it is imperative that all information required by paragraph 5 below be included in the RON message. If the aircraft is out of commission, the ETIC and any help needed from the home station should be listed. This information will be submitted through Military Flight Service, or by Oscar Teletype message (Oscar is the new Precedence Prosign and replaces Operational Immediate (OP) Precedence Prosign).

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5. PROCEDURE. In addition to the normal RON information, Aircraft Commanders will transmit the information listed below in the remarks section of the RON Form.

a. Tactical Aircraft: (Keyed alphabetically as follows)

(a) Number of Scored Visual Releases.

(b) Number of Radar RBS Runs.

(c) Number of Visual RBS Runs.

(d) Hours flown in formation.

(e) Number of Navigation Legs accomplished.

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(f) Number of Wet Hook Ups.

(g) Number of Dry Hook Ups.

(h) Number of Radar Rendezvous completed.

(i) Number of rounds Air to Air Gunnery.

(j) Hours of Pressurized Flight.

(k) Number Pilot Proficiency Flights completed.

(l) Completed Long Range Cruise Control. (Yes or No.)

(m) Nomenclature and parts number of equipment required from home base.

(n) Maintenance assistance required from home base.

(o) Training anticipated on return flight.

EXAMPLE: AF1234, B-47, Smith, RON Barksdale AFB, 20 Jan 54, reason weather, ETD 22/1400Z, Remarks: a-neg, b-3, c-1, d-2 plus 15, e-1, f-2, g-1, h-1, i-3000, j-4 plus 30, k-neg, l-no, m-none, n-none, o: b-1, g-2, j-3 plus 30, l-yes.

b. Air Refueling Aircraft: (Keyed alphabetically as follows)

(a) Number of Wet Hook Ups.

(b) Number of Dry Hook Ups.

(c) Number of Radar Rendezvous completed.

(d) Number of Pilot Proficiency Flights completed.

(e) Completed Long Range Cruise Control. (Yes or No)

(f) Hours of Unpressurized Flight.

(g) Number of Day Celestial Legs.

(h) Number of Night Celestial Legs.

(i) Number of Grid Navigational Legs.

(j) Number of Radar Legs.

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(k) Pounds of Cargo on load.

(l) Pounds of Cargo off load.

(m) Total pounds of Cargo aboard.

(n) Number of on load passengers.

(o) Number of off load passengers.

(p) Number of passengers remaining.

(q) Nomenclature and parts number of equipment required from home base.

(r) Maintenance assistance required from home base.

(s) Training anticipated on return flight.

EXAMPLE: AF1234, KC-97, Smith, RON Barksdale AFB, 20 Jan 54, reason weather, ETD 22/1400Z, Remarks: a-2, b-3, c-1, d-1, e-Yes, f-2 plus 20, g-1, h-2, i-1, j-1, k-19710, l-2330, m-17380, n-15, o-10, p-12, q-none, r-none, s: a-1, b-3, f-3 plus 00, l-10150 MacDill AFB, m-7230, o-9 MacDill, p-2.

6. REFERENCES. AFR 102-8 and 2AFR 60-2. For flights conducted outside the limits of the United States, SAC Regulation 55-11 will be complied with.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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WING REGULATION)
)
NUMBER 62-2)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
20 August 1953

FLYING SAFETY

Investigations and Reports of Violations of Flying Regulations

1. PURPOSE. To establish standing operating procedures for the investigation of alleged violations of flying regulations and the rendition of subsequent reports pertaining thereto.

2. RESPONSIBILITY. All Squadron Commanders and the Director of Operations are responsible for compliance with the provisions and intent of this regulation.

3. PROCEDURE. Alleged violations of flying regulations will be investigated and reported in accordance with AFR 62-5, SAC Reg 62-15, and this regulation.

a. Investigation.

(1) Within 24 hours after receiving notification that a pilot of his command has been reported for violating a flying regulation, a squadron commander will appoint an officer to investigate the alleged violation.

(2) In cases where the alleged violator is a member of the Wing Staff, the Director of Operations will appoint the Investigating Officer.

(3) In all instances, the Investigating Officer must be senior to the alleged violator. Appointments will be made on Wing Orders and will be the subject officer's primary duty until the investigation is completed.

(4) Upon being notified of his appointment, the Investigating Officer will report to the Wing Commander immediately.

b. Reports.

(1) Ten copies of the report of investigation, plus all inclosures thereto, will be forwarded through the Director of Operations not later than the suspense date given the Investigating Officer on the Mail Control Record Slip.

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(2) When the Investigating Officer feels that required evidence relative to an alleged violator can be gathered by long distance telephone or TWX, requests for their use will be made to the Director of Operations. Such action is encouraged.

(3) In all cases where the investigation and subsequent report cannot be completed within the prescribed period, requests for extension will be made to the Director of Operations not later than two (2) days prior to the suspense date given the Investigating Officer on the Mail Control Record Slip.

4. REFERENCES. AFR 62-5 and SAC Reg 62-15.

BY ORDER OF THE COMMANDER:

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Adjutant

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WING POLICY)
NUMBER 3)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
4 August 1953

SABOTAGE ALERT PROCEDURES

1. PURPOSE. To establish alert procedures for reporting and taking counter-measures against suspected, attempted or committed sabotage.

2. SCOPE. This policy is applicable to all personnel of the 308th Bombardment Wing M.

3. PROCEDURE.

a. Organizations will immediately notify Central Security Control, Building T-1190, Phone 134, by the most expeditious means upon discovery of an act of sabotage or report of a suspicious incident.

b. Central Security Control, in accordance with Base Regulation 355-1, will notify the 308th Control Room which, in turn, will notify all units to initiate Sabotage Alert procedures.

c. Upon notification by the 308th Control Room, Unit Commanders will insure that:

(1) All persons in their restricted areas are properly identified and instructed to be alert for suspicious incidents.

(2) All persons without proper identification are removed from priority elements, searched for hidden sabotage devices, and placed in custody of the Air Police.

(3) An immediate search of all Category I and II items is initiated for further evidence of sabotage. (As defined in the Base Internal Defense Plan 201-53). If evidence of suspected, attempted or committed sabotage is discovered, that all suspicious persons in the vicinity of category I and II items are placed in custody of the Air Police.

(4) In the event counter-sabotage measures are not sufficient Wing Defense Plan 200-53 will be complied with upon implementation of Base Defense Plan 200-53.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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WING POLICY)

NUMBER 4)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
12 August 1953

VISITS TO MESS HALLS

1. PURPOSE: To insure that mess halls serving airmen assigned to this Wing are regularly visited by officers.

2. SCOPE: This policy is applicable to all units of this Wing.

3. GENERAL: Each unit commander will insure that mess halls serving airmen of his unit are visited at least once a week by an officer of his command, and will personally visit these mess halls at least once a month.

a. The visiting officer will eat in the mess hall, going through the regular serving line. He will report in writing within 24 hours to the Wing Commander, Attention: Director of Materiel, conditions observed, particularly:

(1) Cleanliness of silver, china and trays

(2) Cleanliness of mess hall

(3) Cleanliness of Food Service personnel

(4) Quantity, variety and tastfulness of food

b. The Director of Materiel will bring all discrepancies noted to the attention of the Base Food Service Officer and will report corrective action taken to the Wing Commander.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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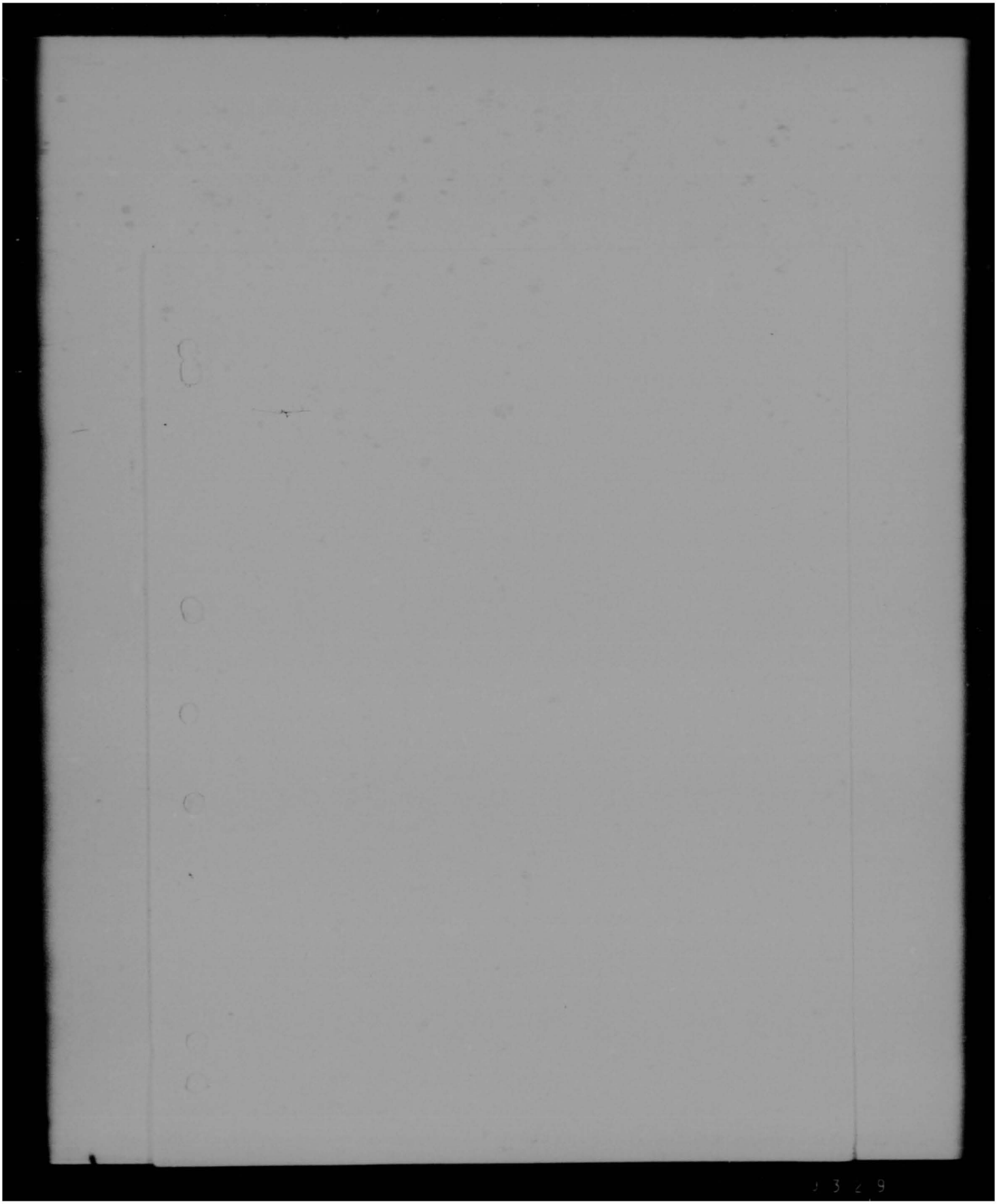
AF ROTC CADET INDOCTRINATION PROGRAM 1953

PREPARED BY
308TH DIRECTORATE OF OPERATIONS

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A

REPORT



ON THE 1953 AFROTC CADET INDOCTRINATION PROGRAM

305TH BOMBARDMENT WING (M)
HUNTER AIR FORCE BASE, GA.

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING, H
Hunter Air Force Base
Savannah, Georgia

3000

26 August 1953

SUBJECT: AFROTC Cadet Program

TO: Commander
308th Bombardment Wing, H
Hunter Air Force Base
Savannah, Georgia

1. The second phase of the 1953 Cadet Program started 3 August and was completed on 10 August. A report of the flying accomplished by the 308th Bombardment Wing during the second phase and a recapitulation of the flying accomplished during both phases is given below.

2. Thirty six (36) sorties were flown during the second phase. A total of 216 Cadets were flown on a mock combat mission which averaged 2 hours and 24 minutes. A total of 86 hours and 1 minute was flown by the wing.

3. Seventy eight (78) sorties were flown in support of the AFROTC Indoctrination Program. A total of 466 Cadets were given flights in B-29 aircraft. The Cadets averaged two hours and twenty nine minutes (2:29) of flying time. This is very close to the two hours and thirty minutes which was planned. The shortest single sortie was one hour and thirty five minutes and the longest sortie was four hours and fourteen minutes.

4. There were no ground or air aborts during the second phase. Captain Schobert landed with number 3 engine feathered on the afternoon of 4 August, but the crew performance and the landing were so smooth that the Cadets aboard were not alarmed, on the contrary they were quite delighted with the experience. On 7 August, Captain Schobert was unable to land when he returned from the afternoon mission. The field had been closed because of a thunderstorm centered over Hunter. Captain Schobert followed instructions and remained VFR and orbited south of the field until 17:47 when he was able to land VFR.

5. Two changes were made in the mission plan for the second phase. The route was altered to avoid Danger Area 161 since the effective altitude for this danger area had been raised from 12,000 feet

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to an unlimited ceiling. Second, the BDA runs at Jacksonville and at Hunter were eliminated since the Cadets had shown no interest in BDA during the first phase and the runs were not needed to meet training requirements. Some of the sorties were unsuccessful in obtaining fighter interception. This was primarily due to communication difficulties experienced by the fighter controller at Turner Air Force Base. Some of the flights were unable to practice a BDA upon their return to Hunter Air Force Base because their tight time schedule prevented waiting for an opening in the pattern. However most sorties were successful in accomplishing the following:

a. Interception by fighters from Turner Air Force Base.

b. Interception from Navy fighters at Jacksonville, Florida.

c. A simulated radar bomb run on Jacksonville, Florida.

d. A live bomb release on the Townsend Bomb Range.

e. A strange target visual bomb run on Savannah.

f. A practice BDA.

6. The Aircraft Commanders and crews who participated in the indoctrination flights were:

AIRCRAFT COMMANDER & CREW	NUMBER OF SORTIES 1ST PHASE	2ND PHASE	TOTAL
373rd Bombardment Squadron			
Captain Donnelly	9	7	16
Captain Handley	4	0	4
Captain Morgan	0	3	3
Captain Yuska	0	2	2
Squadron Total	13	12	25
374th Bombardment Squadron			
Captain Livesay	10	5	15
Captain Charlton	0	7	7
Captain Bailey	4	0	4
Squadron Total	14	12	26

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3000, Subject: AFROTC Cadet Program

375th Bombardment Squadron

Major Peace	10	0	10
Captain Schobert	0	10	10
Captain Wright	5	0	5
Captain Stockton	0	2	2
Squadron Total	15	12	27
Wing Total	42	36	78

7. The officers who conducted the ground tours at Hunter Air Force Base were:

FIRST PHASE:

First Lieutenant Clair H. Oberdier	373rd Bombardment Squadron
First Lieutenant John W. Guilty	375th Bombardment Squadron

SECOND PHASE:

First Lieutenant Clair H. Oberdier	373rd Bombardment Squadron
Captain Reinaldo Saiz	373rd Bombardment Squadron
First Lieutenant Chester H. Ratcliffe	306th Air Refueling Squadron

8. The officers who presented the preliminary lectures at Turner Air Force Base were:

FIRST PHASE:

First Lieutenant Rigoberto Rodriguez	374th Bombardment Squadron
Captain Reginald Petty	374th Bombardment Squadron

SECOND PHASE:

First Lieutenant Rigoberto Rodriguez	374th Bombardment Squadron
First Lieutenant John W. Guilty	375th Bombardment Squadron

9. First Lieutenant Dante S. Reale of the 374th Bombardment Squadron assisted in the ground tour during the second phase. Captain Robert H. Taylor was project officer during the first phase and Captain George J. Runner was project officer during the second phase. Captain Taylor did most of the planning and coordinating for the program and its success is due more to his efforts than that of any other individual.

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DOOF, Subject: AFROTC Cadet Program

10. It is recommended that letters of appreciation be addressed to all Squadron Commanders and that the following individuals in particular be cited for a job well done.

a. Captain Robert N. Taylor, 308th Headquarters Squadron.
b. Captain Reinaldo Saiz, 373rd Bombardment Squadron.
c. First Lieutenant Clair M. Oberdier, 373rd Bombardment Squadron.
d. First Lieutenant Algoberto Rodriguez, 374th Bombardment Squadron.
e. Captain Reginald Petty, 374th Bombardment Squadron.
f. First Lieutenant John W. Guilty, 375th Bombardment Squadron.
g. First Lieutenant Chester M. Ratcliffe, 308th Air Refueling Squadron.

Further, it is recommended that the following crews be thanked for their performances in support of this program. Crews were selected on the basis of having flown six or more sorties for the cadets except for Captain Stockton's crew. Captain Stockton crew was selected because they were mentioned by name in the comments received from the cadets.

a. Captain Donnelly's crew, 373rd Bombardment Squadron.
b. Captain Livesay's crew, 374th Bombardment Squadron.
c. Captain Charlton's crew, 374th Bombardment Squadron.
d. Major Peace's crew, 375th Bombardment Squadron.
e. Captain Schobert's crew, 375th Bombardment Squadron.
f. Captain Stockton's crew, 375th Bombardment Squadron.

11. Some difficulty was experienced in the shuttle runs flown by the C-47 aircraft. However in all cases the cadets were able to start their tours on time.

12. The personnel of the 804th Air Base Group and the 2nd Bombardment Wing were courteous and cooperative. The following individuals and sections were particularly helpful and it is recommended that letters of appreciation be addressed to their commanders.

a. <u>804th Air Base Group</u>

Staff Sergeant Donald W. Summers, 804th Food Service Squadron.
Master Sergeant Leslie E. Farmer, B-50 Flight Simulator
Master Sergeant Charles C. Bradford, B-50 Flight Simulator
Technical Sergeant Ronald A. Davidson, Training Aids Section
Staff Sergeant Elmer W. Potter, Training Aids Section
Airman First Class Sidney M. Pinkle, Training Aids Section

b. <u>2nd Bombardment Wing</u>

Master Sergeant Robert E. Brantley, Maintenance Control Section
Staff Sergeant Nate Faircloth Jr., Engine Build-Up Section

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3.or, Subject: AFROTC Cadet Program

13. Each of the cadets submitted comments on the lectures given at Turner Air Force Base; the ground tour of Hunter Air Force Base; and the simulated combat flight in the B-29s. These comments were very favorable. The major criticism in the words of one cadet was, "The guided tour of Hunter Base was simply another instance of the ROTC program trying to do too much in one day ---- It's a shame that we could not have made Hunter a two day trip". The cadets were very alert to the attitude of the people they contacted. Many comments were made to the effect that our personnel seemed interested in the cadets and enthused about their jobs. A few comments were received from cadets who detected a lagging of interest on the part of a guide or a lecturer. A surprising number of specific suggestions for improvement were received. All cadets showed special interest in anything which involved their active participation, such as operating a sighting station or a training device. The flight in the B-29 was undoubtedly the hit of the visit. As one cadet put it, "By flying we cadets actually feel the heart beat of the Air Force. It gives one a feeling of wanting to become one of the great team - the boys upstairs."

14. Following are some suggestions for improving the 1953 cadet program. These items were solicited from the cadets and from the personnel who participated in the program.

a. The pre-flight briefing at Turner Air Force Base.

(1) After some general instruction, add more realism by simulating an actual crew briefing - to a greater extent.

(2) Require the cadets to work a flight plan for the route to be flown. (Procedures were taught in classes at college.)

(3) If at all possible use a buddy system and have one group of cadets pre-flight with the crew members they will fly with.

(4) Allow the cadets to keep their briefing folders.

(5) Be sure to include the inspection of a B-29 on static display.

(6) Dramatize the briefing with slides, black light etc.

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3 OF, Subject: AFROTC Cadet Program

b. The B-29 Flight.

(1) Provide a coffee break between the time of arrival from Turner Air Force Base and take off time.

(2) Even greater participation by the cadets is desirable. Give them some stick time, let them make a strange target run, etc.

(3) Improve the running commentary given over interphone during the flight. Possibly give questions and answers over interphone.

(4) Provide time in the schedule to allow the cadets to talk to the crew members after the flight.

(5) Time for the BDA should be reserved for the aircraft flying the cadets and the tower operators should be notified to give the cadet aircraft priority for take-off wherever possible.

c. The guided tour of Hunter Air Force Base.

(1) A broader analysis should be made prior to planning another ground tour. Information should be obtained on the subjects which the cadets have covered during their school terms, and the items which will be covered at other bases during the encampment. Several cadets mentioned that some aspect of their visit was a duplication.

(2) Alternate personnel should be more completely briefed on the ground tour. Dry runs should be made to insure that all personnel are in full stride starting with the first group of cadets.

(3) If at all possible the personnel conducting the tours and the crews flying the cadets should be rotated. This will help to keep our personnel enthused and avoid staleness and loss of interest due to repetition.

J. A. THOMPSON
Colonel, USAF
Director of Operations

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Copy of Interim Report

Submitted Upon Completion

of FIRST Phase of Program

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308th Bombardment Wing, H
Hunter Air Force Base
Savannah, Georgia

[illegible] 13 July 1953

Subject: Aircrew Cadet Program

To: Commander
308th Bombardment Wing, H
Hunter Air Force Base
Savannah, Georgia

1. Attached are the flying accomplishments of the 308th Bombardment Wing, H in training the Aircrew Cadets. This phase of training program began 29 June 1953, and was completed 8 July 1953.

2. Forty two (42) flights were made to familiarize the Cadets with a medium bombardment wing's equipment and capabilities. A total of 107 hours and 15 minutes were spent in the air, demonstrating the B-29's capabilities to a total of two hundred fifty (250) Cadets. Average flying time of each Cadet was 2 hours and 33 minutes.

3. One ground abort and one air abort were encountered in this phase. The ground abort occured in the 373rd Bombardment Squadron. This flying period would not have been lost had another aircraft been pressure checked and ready for flight. The air abort occured in the first flying period. Major Peace, flying aircraft 833, feathered an engine and returned to base after flying 1 hour and 7 minutes. The Cadets on these two flights mentioned were rescheduled on later dates and completed their training. Major Peace feathered a total of 4 engines during the first week, one due to broken oil line, one with swal owed valve, one which dropped to 400 RPM while landing and one which was on fire. This engine which was on fire could not be extinguished in the air and was put out by fire equipment on ground. The engine fire occured while on final approach.

4. The mission flown was as follows:

a. Fighter Interception at 15,000 feet. The Cadets operated the gun sights while being attacked by fighters from Turner Air Force Base, Georgia and Jacksonville, Florida.

b. Strange target radar run on Jacksonville, Florida, Target #2, a railroad overpass.

c. MTI run on Mayport, Florida.

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3004, Subject: AFROTC Cadet Program

d. Actual bomb release on Townsend Bomb Range using Glenn, Georgia as an IP.

e. Descend to 1,200 feet for a "Guinea Pig" BDR run on Hunter Air Force Base, Savannah, Georgia.

f. Ground Controlled Approach into Hunter and land.

g. T-cords for each Cadet were utilized to enable the Cadet to "listen in" on the command and interphone positions in the aircrafts communication system.

6. The flight crews which participated in flying the Cadets on the missions have done an excellent job.

7. The officers who conducted the ground tour of the base facilities, Lt. Oberdier and Lt. Guilty, found that Cadets were extremely interested in each operation which they were shown. The B-50 simulator seemed to draw the most interest. The trainers were also very interesting to the Cadets.

8. With the exception of the first day, Monday, 29 June and Tuesday 7 July, the Transport C-47's were on time for take-off at both bases.

9. The transportation, which consisted of 3 buses, was timely in meeting all scheduled times and locations.

10. With exception of minor difficulties encountered, the execution of the planned schedule has been carried out with ease.

11. All comments made by the Cadets and the visiting AFROTC Officers indicate this years effort being made by the Air Force to influence the Cadets and obtain future flight crew members is very successful.

1 Incl:
Flying Accomplishments

FRANKLIN A. [illegible]
Lt. Col., USAF
Director of Operations

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Cadets Lined up for Departure from Turner AFB

Boarding the "Looneybird"

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Waiting to drive out to the A/C's

Flight Line Scene at Hunter AFB

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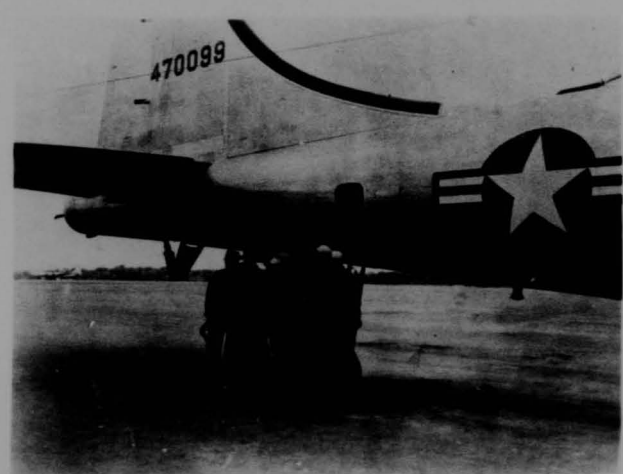
Cadets ready for Pre-Flight Inspection

"Up the ladder and off we go"

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Mission Accomplished

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Good Food and Plates and Napkins and Silverware, [illegible]!!!

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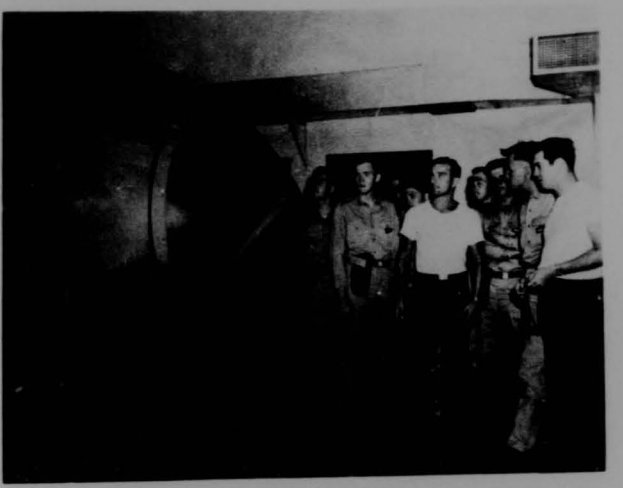
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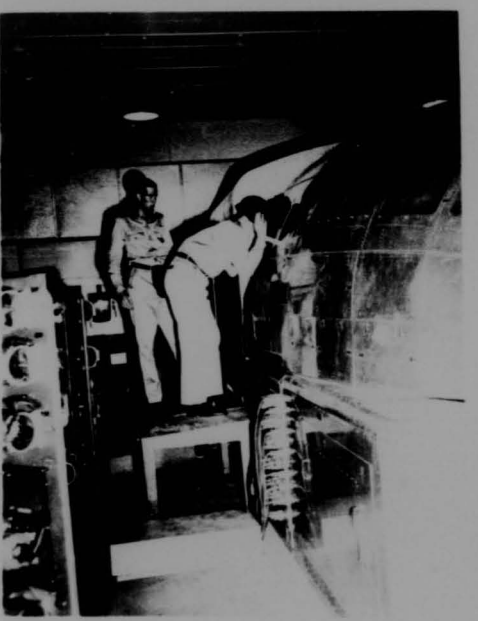
The B-50 Simulator - - - Outside - -

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Ultrasonic Trainer

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Our Control Room - - - The Heart

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"When Your Have Your Sights on Him SHOOT!!"

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Tired - - - - But it was Quite a Trip

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YOUR MISSION WITH THE

308TH BOMBARDMENT WING

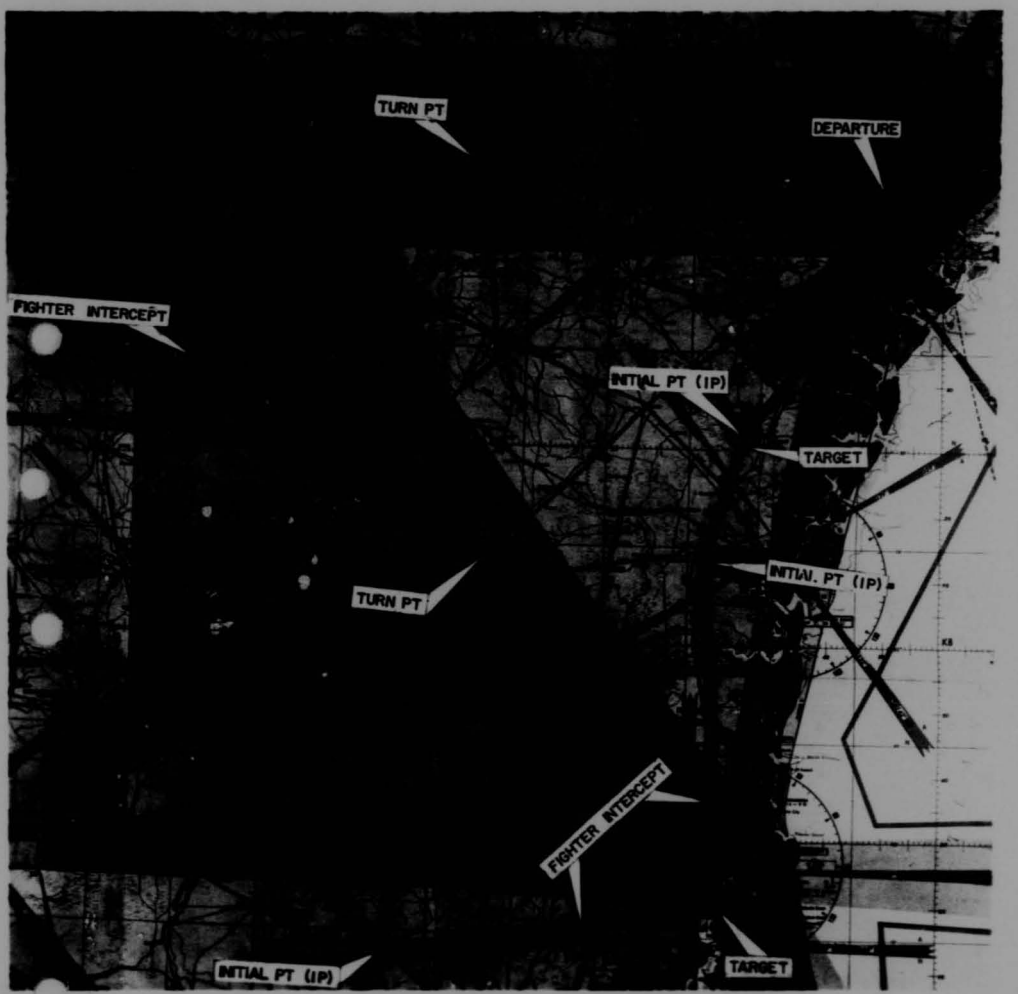
AT

HUNTER AIR FORCE BASE

SAVANNAH, GEORGIA

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Part of your training during your encampment at Turner Air Force Base will be a one day visit to the 308th Bombardment Wing Medium at Hunter Air Force Base, Savannah, Georgia.

Personnel of the 308th Bombardment Wing will be happy to have you as their guests, and a full training program within the time limitations of one day has been planned to familiarize you with operations of a typical Medium Bombardment Wing of Strategic Air Command.

The 308th is presently equipped with the Boeing B-29 Bomber, which so effectively dealt with Japan at the close of World War II and has been the primary Strategic Bomber in use in Korea.

While at Hunter you will spend half a day touring the facilities of the 308th Bombardment Wing. Important stops will include; the Wing Operations Control Room; Maintenance Control; Maintenance Docks; Armament and Electronics Shops; Bomb Trainer; Gunnery Trainer; and Radar Trainer.

The other half of the day will be spent on a simulated combat mission in a B-29.

The mission you will fly will be as follows:

You will depart Hunter Air Force Base, Georgia and fly over Travis Field, Savannah to Vidalia, Georgia, climbing to 15,000 feet. From Vidalia, Georgia you will fly to Fitzgerald, Georgia, then to Waycross, Georgia, on this leg you will be intercepted by simulated enemy fighters from Turner Air Force Base. The Gunners will fire on these fighters using Gun Camera Film. From Waycross, Georgia your B-29 will fly to Lake City, Florida. The Radar Operator will use Lake City, Florida as an IP (Initial Point) for a Radar Simulated Bomb Drop on Jacksonville, Florida. After completing this run you will fly to Bladen, Georgia which is the IP the Bombardier will use for an Actual Bomb Release on Townsend Bombing Range. From this point your B-29 will descend to 6,000 feet for a Simulated Bombing attack on Savannah Stadium. Upon completion of this Bombing Run your Aircraft Commander will contact Hunter Tower for a Ground Controlled Approach for landing. This mission will be 2½ hours flying time.

Starting with your departure from Turner, your schedule will be as follows:

Depart Turner Air Force Base in two (2) C-47 Aircraft	0545
Arrive Hunter Air Force Base	0700

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A FLIGHT

0730	Report to 3 B-29's for personal equipment and briefing.	
0830	Takeoff	
1100	Land	
1200	Officers Dining Hall	
	308th Bomb Wing Area	
1300	Periodic Maintenance at docks	
1320	APQ-13 Radar Ultrasonic Trainer	Bldg. T-1288
1330	A-6 Bombardier Trainer	Bldg. T-1288
1345	E-26 Gunnery Trainer	Bldg. T-1288
1400	Wing Control Room	Bldg. T-1201
1420	B-50 Flight Simulator	
	2nd Bomb Wing Area	
1440	Maintenance Control	Bldg. T-813
1455	Engine Build Up	Bldg. T-813
1510	Propeller Shop	Bldg. T-813
1515	Armament and Electronics, Flight Line and Field Shops	Bldg. T-811
1525	Camera Repair	Bldg. T-811
1535	APQ-24 and APQ-13	Bldg. T-811
1545	Auto-pilot and Bomb Sight	Bldg. T-811
1555	Bomb Racks and Shackles	Bldg. T-811
1605	Electronic Counter Measures	Bldg. T-811
1630	Base Operations	
1645	Takeoff for Turner AFB, Ga.	

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B FLIGHT

0730	Report to 3 B-29's for personal equipment and briefing	
0830	Takeoff	
1100	Land	
1200	Officer Dining Hall	
	308th Bomb Wing Area	
1300	Periodic Maintenance at docks	
1320	B-50 Flight Simulator	
	2nd Bomb Wing Area	
1340	Maintenance Control	Bldg. T-813
1355	Engine Build Up	Bldg. T-813
1410	Propeller Shop	Bldg. T-813
1415	Armament and Electronics, Flight Line and Field Shops	Bldg. T-811
1425	Camera Repair	Bldg. T-811
1435	APQ-24 and APQ-13	Bldg. T-811
1445	Auto-pilot and Bomb Sight	Bldg. T-811
1455	Bomb Racks and Shackles	Bldg. T-811
1505	Electronic Counter Measures	Bldg. T-811
1515	Gunnery Systems	Bldg. T-811
	308th Bomb Wing Area	
1535	APQ-13 Ultrasonic Trainer	Bldg. T-1288
1545	A-6 Bombardier Trainer	Bldg. T-1288
1600	E-26 Gunnery Trainer	Bldg. T-1288
1610	Wing Control Room	Bldg. T-1201
1630	Base Operations	
1645	Takeoff for Turner AFB, Ga.	

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C FLIGHT

0730	Periodic Maintenance at docks	
	308th Bomb Wing Area	
0750	APQ-13 Radar Ultrasonic Trainer	Bldg. T-1288
0800	A-6 Bombardier Trainer	Bldg. T-1288
0815	E-26 Gunnery Trainer	Bldg. T-1288
0830	Wing Control Room	Bldg. T-1201
0850	B-50 Flight Simulator	
	2nd Bomb Wing Area	
0910	Maintenance Control	Bldg. T-813
0925	Engine Build Up	Bldg. T-813
0940	Propeller Shop	Bldg. T-813
0955	Armament and Electronics, Flight Line and Field Shops	Bldg. T-811
1005	Camera Repair	Bldg. T-811
1015	APQ-24 and APQ-13	Bldg. T-811
1025	Auto-pilot and Bomb Sight	Bldg. T-811
1035	Bomb Racks and Shackles	Bldg. T-811
1045	Electronics Counter Measure	Bldg. T-811
1055	Gunnery Systems	Bldg. T-811
1100	Officers Dining Hall	
1200	Flight Line	
1300	Takeoff	
1530	Land	
1600	Base Operations	
1630	Takeoff for Turner AFB, Ga.	

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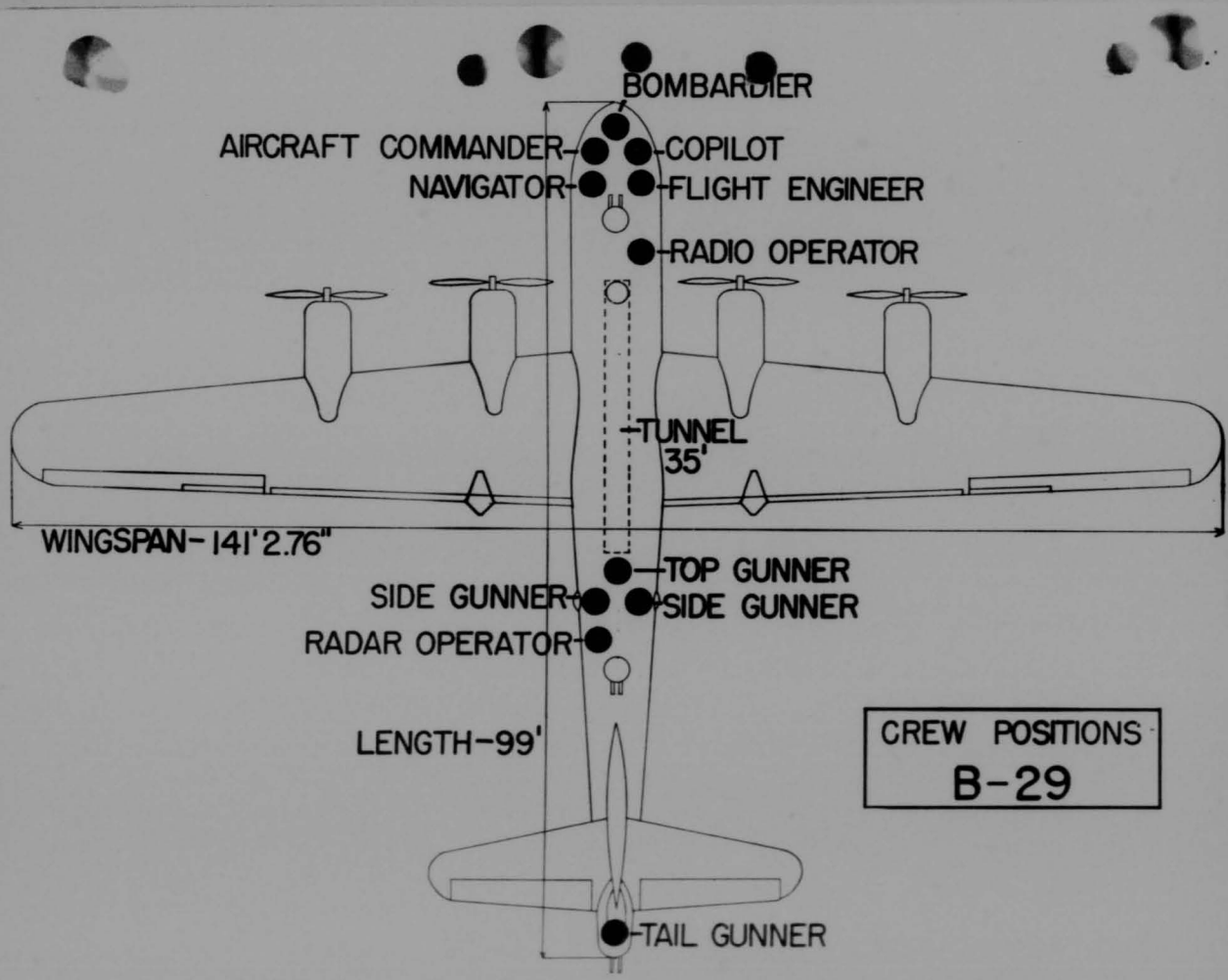
D FLIGHT

0730	Periodic Maintenance at docks	
	308th Bomb Wing Area	
0750	B-50 Flight Simulator	
	2nd Bomb Wing Area	
0810	Maintenance Control	Bldg. T-813
0825	Engine Build Up	Bldg. T-813
0840	Propeller Shop	Bldg. T-813
0855	Armament and Electronics, Flight Line and Field Shops	Bldg. T-811
0905	Camera Repair	Bldg. T-811
0915	APQ-24 and APQ-13	Bldg. T-811
0925	Auto pilot and Bomb Sight	Bldg. T-811
0935	Bomb Racks and Shackles	Bldg. T-811
0945	Electronic Counter Measures	Bldg. T-811
0955	Gunnery Systems	Bldg. T-811
	308th Bomb Wing Area	
1015	APQ-13 Radar Ultrasonic Trainer	Bldg. T-1288
1025	A-6 Bombardier Trainer	Bldg. T-1288
1040	E-26 Gunnery Trainer	Bldg. T-1288
1050	Wing Control Room	Bldg. T-1201
1105	Officers Dinging Hall	
1200	Flight Line	
1300	Takeoff	
1530	Land	
1600	Base Operations	
1630	Takeoff for Turner AFB, Ga.	

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CREW POSITIONS
B-29

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11

DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DOT 353

25 July 1953

SUBJECT: August Master Ground Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for August. Due to anticipated conversion to newer type aircraft, the following priority is established for ground training items: (1) Flying Safety, (2) Altitude Chamber Indoctrination, (3) Advanced Survival, (4) Judo, (5) Synthetic Trainers, (6) other ground training items.

2. Subjects listed with an asterisk (*) are applicable to all squadrons. The remaining subjects, with minor exceptions, apply only to the three bomb squadrons.

3. Synthetic trainer quotas for each squadron during the month are shown below. These quotas are based on the number of personnel expected to be present during the month and the trainer requirements as outlined in Suppl XV to 2nd Air Force Regulation 50-6.

SYNTHETIC TRAINER QUOTAS FOR AUGUST

	373rd	374th	375th	Total
Link	33	31	28	92
Bomb	9	12	10	31
Loran	10	13	14	37
Ultrasonic	22	36	40	98
Gunnery	102	116	112	330

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3DOT 353 Subj: August Master Ground Training Schedule

4. It is imperative that all suspense dates outlined in the schedule be met when submitting names of personnel to attend the various on or off-base training courses.

BY ORDER OF THE COMMANDER:

FRANCIS E. WINGET
Lt. Col., USAF
Director of Operations

1 Incl
August Master Grnd
Trng Schedule

DISTRIBUTION:

18 ABTF	10 3DOT
1 3WCO	1 3DOF
1 3WDCO	1 3DOS
3 3WADJ	1 3DOSO
1 3DF	1 3DOECM
2 3DO	1 3DOG
1 3DOO	3 3DM
1 3DOA	1 3WCCP
1 3DOL	1 en Sq Ch
1 3DOC	1 e[illegible]
1 3DOF	2 e[illegible]

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308TH BOMBARDMENT WING M
August Master Ground Training Schedule

*1. Management: Base level management instruction for company grade officers and 7 level NCO's will be conducted on the 10th and 24th of August. The 308th Bomb Wing is commited to send 6 qualified personnel to each of these classes. Squadrons will be notified by 3DP of their respective commitments to this course. Classes will be held in building 1288 (room #5) from 0730 to 1130 hours and each class will run 5 days a week for two weeks.

*2. ABC Defense: Movies on this subject will be conducted during the month of August in the Base Theater as follows:

Mondays - - - - - 0800 - 1030 hrs
Wednesdays - - - 1300 - 1530 hrs
Fridays - - - - - 1400 - 1630 hrs

For personnel who have had the basic course prior to 1 January 1953, these movies will serve as the two hour refresher. For personnel who have never had the basic course, the two hours may be considered as part of the six hours required by 2AFR 50-6. It is the responsibility of the squadron ABC officer to arrange for roll call for personnel of his squadron.

*3. ABC Defense - Annex I: Squadron Security Teams will receive training during the month of August. Exact time and place to be announced at a later date.

*4. Basic Weapons: Squadrons will continue to schedule periods of small arms firing as necessary. The range may be scheduled by calling Training Aids, Ext 342. The weapons safety program, initiated in July, will be continued throughout August to insure that all personnel are thoroughly conversant with the safety precautions in handling small arms.

*5. Security: The five hour Phase I Security Indoctrination Program will be continued, included the test on "Safeguarding Military Information." Subject outline for this course is given in Suppl XIV, 2AFR 50-6. Phase II will be given when subject matter is distributed as deemed necessary by higher headquarters.

*6. Flying Safety: Flying Safety lecture for maintenance personnel will be held in the Wing Briefing Room on 1 August 1953 at 1030 hours. Flying Safety lecture for flying personnel will be held at 1030 hours on 1 August 1953 in the Base Theater.

7. Physiological Training: Each squadron will send 5 men to MacDill AFB on 13, 20, and 27 August. Scheduled personnel should be 1241's, 1037's or 1234's. These quotas are top priority and will be

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met by each bomb squadron. Special order requests will be submitted by the Wing Ground Training Section upon notification from squadrons as to who will attend. Five primary and two alternates will be submitted to 3DOT at least 1 week in advance of departure date. Personnel receiving this training will have their oxygen mask and helmets with them. Arrangements have been made with the Flight Surgeon to examine personnel each Tuesday at 1300 hours before departing for the Chamber.

8. Judo: See attached Schedule G. Personnel not participating in Phase I training will be scheduled for three hours of controlled sports each week, reference SAC Regulation 50-2. Suggestions for accomplishing Phase II training are : Base swimming pool, base athletic field, volleyball in squadron area, horseshoes, tennis, and badminton.

9. Code: See attached schedule I.

10. First Aid: The following is quoted from Suppl V, 2AFR 50-6, "When proficiency is established by adequate written test prepared by medical agencies, hours required need not be accomplished." First Aid Tests may be obtained from Air Base Training Flight. Squadrons are reminded that the instruction and/or test must be accomplished annually.

11. Aquatic Survival: See attached Schedule J.

12. Swimming Proficiency: Classes for non-swimmers, repeat non-swimmers will be conducted at the base pool each Monday, Wednesday, and Friday from 0800 to 1000 hours throughout the month of August. Roster of personnel to attend will be forwarded to 3DOT NLT 2 days preceding class starting date.

13. Basic Survival: This five day course will be conducted on the 10th, 24th, and 31st of August. All three squadrons will be required to send any 1234's, 1241's or 1037's that have not completed this course. The basic survival school can handle a maximum of 25 men in each course. Roster of personnel to attend this training will be forwarded to 3DOT on Friday preceding class starting date.

14. Refresher Survival: Bomb Squadrons will make necessary arrangements with the Base Survival School (Ext 346) for this training at mutually convenient times.

15. Operation and Movement of Aircraft on the Ground: This is a semi-annual requirement. Squadrons will make arrangements for personnel to be tested with the Base Motor Pool. This does not apply to pilots.

16. Ammo Loading: This is a semi-annual requirement. Squadrons will schedule this training as required.

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17. Synthetic Trainers: See attached schedules A, B, C, D, E, & F.

18. ECM Training: SAC Regulation 50-25 training will continue during August per schedule to be announced by the Wing ECM Officer.

19. Radar Maintenance: Each VO is required to receive eight hours of this training per month, reference Suppl XXV, 2AFR 50-6. Arrangements have been made with the A & E squadron so radar operators can work with the A & E mechanics and Tech Reps using the facilities in the A & E hanger (Bldg 1206). Squadron Training Officers will schedule this training by calling Major Sway or M/Sgt Gutowski (Ext 649) 24 hours prior to desired period. It is suggested that afternoon periods be used.

20. Skeet: See attached schedule K.

21. ECM Indoctrination: Squadron ECM Officers will continue to give these lectures to staff and combat crew members during regularly scheduled squadron ground training programs.

22. Intelligence: Two wing intelligence training programs for combat crew personnel will be held in the Wing Briefing Room during August. These will be on 22 August at 1030 hours and on 29 August at 0930 hours, the later being two hours duration.

23. OQ Range: See attached schedule H.

24. Base Instrument School: Two instrument courses are scheduled during the month in building 1288 on 9 and 10 August and again on the 20th and 21st of August -- starting time 0800 hours. Pilots whose instrument card is due to expire within sixty days of the above dates will be scheduled for one of these courses. Names of personnel to attend will be submitted to the Wing Ground Training Section in duplicate not later than two days prior to the course starting date.

25. Special Weapons Refresher: Three day training courses will be given to Bomb Commanders on the following dates during the month of August: 3-5; 10-12; 17-19; 24-26. An Armament and Electronics course will be conducted for PLC teams on 6, 7, and 8 August. Training is given in the Special Weapons area beginning at 0800 hours. Personnel must have a Top Secret clearance and be on the access list to the Special Weapons Area. Squadrons will notify the Wing Special Weapons officer (Ext 575) of the names of personnel to attend subject courses NLT 5 days prior to the course starting dates.

*26. Character Guidance: Schedule to be announced at a later date. As per 2AFR 165-1, all military personnel are required to attend one lecture per month.

27. Advanced Survival: Each Bomb Squadron will send 3 crews to Stead AFB, Nevada departing on or about 12 August for class starting 14 August. Each Bomb Squadron will send 1 crew on or about 26 August for class starting 28 August. For purpose of this training a crew is defined as one 1241, one 12310, and one 1037. Special orders will be requested by squadrons in accordance with SAC Reg 53-1 and Wing Policy letter # 19.

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AUGUST MASTER GROUND TRAINING SCHEDULE (Cont'd)

A. LINK TRAINER SCHEDULE

Dates	0930-1030 hrs	1030-1130 hrs
3 Aug	373	374
4 "	375	373
5 "	374	375
6 "	373	374
7 "	375	373
17 "	374	375
18 "	373	374
19 "	375	373
20 "	374	375
21 "	373	374
31 "	375	373

Dates	1230-1330	1330-1430	1430-1530
10 - 14 Aug	373	374	375
24 - 28 Aug	375	373	374

Note: The period 1230-1430 each Tuesday is reserved for the 3908th SES and will not be used by 308th units. Three trainers may be utilized for each period.

B. BOMB TRAINER SCHEDULE

Dates	0830-0930	0930-1030	1030-1130
3 - 7 Aug	373	374	375
17 - 21 Aug	373	374	375

Dates	1230-1330	1330-1430	1430-1530
10 - 14 Aug	373	374	375
24 - 28 Aug	373	374	375

Note: The student-instructor method will be employed on this trainer. One trainer is in operation and two students can be scheduled.

C. ULTRASONIC TRAINER SCHEDULE

373rd - 1230-1330 and 1330-1430 hrs, entire month
374th - 0930-1030 and 1530-1630 hrs, entire month
375th - 1030-1130 and 1430-1530 hrs, entire month

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D. LORAN TRAINER SCHEDULE

Dates	0730-0930 hrs	0930-1130 hrs	Dates	1230-1430	1430-1630
3 Aug	373	374	10 Aug	373	374
4 "	375	373	11 Aug	375	373
5 "	374	375	12 "	374	375
6 "	373	374	13 "	373	374
7 "	375	373	14 "	375	373
17 "	374	375	24 "	374	375
18 "	373	374	25 "	373	374
19 "	375	373	26 "	375	373
20 "	374	375	27 "	374	375
21 "	373	374	28 "	373	374
31 "	375	373			

Reference Suppl XV, 2AFR 50-6, all 1241's, 1037's and all single rated observers are required to accomplish one (1) Loran calibration check annually. For purposes of the wing rating system, each calibration check will be considered of two (2) hours duration. Three scopes are available and can be utilized each period.

E. E-14 TRAINER SCHEDULE

373rd - Trainer #3043, entire month of August
374th - Trainer #3077, entire month of August
375th - Trainer #2125, entire month of August

One gunner or bombardier should be scheduled for each 30 minute period, 0730-1630 hours daily. The three trainers listed above are located in Building 1290.

F. E-26 TRAINER SCHEDULE

Dates	1230-1330 hrs	1330-1430 hrs	1430-1530 hrs	1530-1630 hrs
3 - 7 Aug	373	374	375	374
10 - 14 Aug	375	373	373	375
17 - 21 Aug	374	375	374	373
24 - 28 Aug	373	374	375	374
31 August	375	373	374	373

A complete gunnery team should attend each period. For purpose of the Wing Rating System, credit will be given only for actual time spent in operating this trainer.

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G. PHYSICAL CONDITIONING SCHEDULE

Dates	0800-1000 hrs	1230-1430 hrs	Dates	0800-1000 hrs	1230-1430 hrs
3 Aug	373	374	18 Aug	374	375
4 Aug	375	373	19 Aug	373	374
5 "	374	375	20 "	375	373
6 "	373	374	21 "	374	375
7 "	375	373	24 "	373	374
10 "	374	375	25 "	375	373
11 "	373	374	26 "	374	375
12 "	375	373	27 "	373	374
13 "	374	375	28 "	375	373
14 "	373	374	31 "	374	375
17 "	375	373			

The above schedule covers only those times which are to be spent in the Physical Conditioning Unit for those personnel who are undergoing Phase I training (Jump and conditioning workouts). Times listed above will apply to approximately one third of combat crew personnel in each squadron as directed in SAC Regulation 50-2. Personnel participating in Phase I training are required to attend three periods each week. Phase II (controlled sports) will be conducted at squadron level under the supervision of an officer or NCO. Phase II training will be reported to the Wing Ground Training Section on the Weekly Report showing the number of combat crew personnel participating and the total hours accomplished.

H. OQ RANGE SCHEDULE

373rd - 4, 11, 18, and 25 August 1953
374th - 5, 12, 19, and 26 August 1953
375th - 7, 14, 21, and 28 August 1953

Each squadron will send one or two crews on dates indicated. Personnel will report to the Base Motor Pool at 0700 hours on scheduled dates. No privately owned vehicles will be used for transportation to the OQ Range. Base transportation will not be furnished if less than five (5) persons are available for this training. A list of personnel to attend will be submitted to the Wing Ground Training Section two working days prior to class starting date.

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I. CODE SCHOOL SCHEDULE

Dates	0800-0900 hrs	0900-1000 hrs	1000-1100 hrs
3 - 7 Aug	373	374	375
17 - 21 Aug	373	374	375
31 August	373	374	375

Dates	1230-1330 hrs	1330-1430 hrs	1430-1530 hrs
10 - 14 Aug	373	374	375
24 - 28 Aug	373	374	375

The code school has facilities to train 10 beginners, 10 men who are semi-proficient, and 5 Radio Operators simultaneously.

J. AQUATIC SURVIVAL SCHEDULE

373rd - Every Monday throughout the month of August.
374th - Every Wednesday throughout the month of August.
375th - Every Friday throughout the month of August.

Each squadron will send personnel equal in number to a B-29 combat crew. All scheduled personnel will bring a change of dry clothing. All personnel will report to building 232 at 0730 hours on scheduled dates. A list of personnel to attend will be submitted to the Wing Ground Training Section in duplicate two working days prior to date scheduled.

K. SKEET SCHEDULE

Dates	0900-1100 hrs	Dates	1300-1500
3 Aug	373	10 Aug	375
4 "	374	11 "	373
5 "	375	12 "	374
6 "	373	13 "	375
7 "	374	14 "	373
17 "	375	24 "	374
18 "	373	25 "	375
19 "	374	27 "	373
20 "	375	28 "	374
21 "	373	26 "	375
31 "	374		

Personnel equal in number to a B-29 combat crew will be scheduled for each period.

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PERSONNEL STATISTICS

CAREER FIELD	AUTH-ORIZED	ASSIGNED		TURNOVER			MANNING IN REQUIRED SPECIALTIES		EXPERIENCE LEVEL	
		NUMBER	PERCENT	THIS MONTH	LAST 6 MONTHS NUMBER	LAST 6 MONTHS % OF ASGD	NUMBER	PERCENT	AUTH	ASGD
20	107	79	73.8	19	56	70.8	47	43.9	5.9	4.6
30	232	428	184.4	56	301	70.3	161	69.4	5.7	4.8
40	761	613	80.5	170	458	74.7	390	51.2	5.4	4.5
50	76	87	114.5	3	62	71.2	61	80.2	4.8	4.5
60	90	91	101.1	12	65	71.4	61	67.7	4.5	4.3
70	120	106	88.3	11	60	56.6	90	75.0	4.5	4.6
80	4	2	50	1	1	50	2	50	7.0	7.0
90	92	118	128.3	1	48	40.6	71	77.2	4.6	5.7
TOTAL AIRMEN	1482	1524	102.8	273	1051	68.9	883	59.6	5.3	5.0
TOTAL OFFICERS	364	359	106.5	131	416	115.9	345	94.8		

FOR THE MONTH OF August 1953

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HISTORY

OF

373RD BOMBARDMENT SQUADRON M

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 August - 31 August

1953

13

William R. Sundermann

WILLIAM R. SUNDERMANN
Captain, USAF
Historical Officer

Mayron H. Rowe

MAYRON H. ROWE
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Richard C. Ford

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KEY PERSONNEL

COMMANDER . . . . . MAJOR MAYRON H ROWE

ADJUTANT . . . . . CAPTAIN WILLIAM R SUNDERMANN

OPERATIONS OFFICER . . . . . MAJOR HAYWOOD C VAUGHAN

ENGINEERING OFFICER . . . . . 1ST LIEUTENANT DONALD E CRAVEN

SUPPLY OFFICER . . . . . CAPTAIN MARION D. BLACKBURN

INTELLIGENCE OFFICER . . . . . 2ND LIEUTENANT DENIS R BAIER

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OPERATIONS AND TRAINING

During the month of August the 373rd Bombardment Squadron M accomplished a total of 149:55 flying hours. This was far above expectations in view of only three standboarded and combat ready crews. The majority of training accomplished was completing AFR 60-2 training requirements for personnel departing this organization for the B-47 transition training.

During the recent Reduction in Forces we had six officers affected: Major Decker, Captain McGrew, 1/Lt Lamont, 1/Lt Mongan, 1/Lt Hill and 1/Lt Rice. Other personnel changes were that Major Edwin J. White Jr. , the Commander departed TDY for Wichita, Kansas for B-47 transition training. In his absence Major Mayron H. Rowe assumed command of the squadron. Other Officer personnel of this organization were kept busy attending one or more of Basic Survival, Bomb Commander, Altitude Chamber, and Advanced Survival Schools, in addition to the forty hour navigation course conducted locally for all single rated pilots that are scheduled for B-47 transition. Lieutenants Hornbuckle, Wanserski, Dawe, and Morris, were also reassigned locally. Lieutenant D. L. Middlebrooks the squadron observer, left the service due to expiration of specified term contract.

Ground training accomplishments during the month of August were high considering the number of personnel present for duty. A breakdown of 50-6 requirements accomplished is as follows:

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OPERATIONS AND TRAINING (CON'T)

SUBJECT	TRAINED
INTELLIGENCE	88
MANAGEMENT TRAINING	10
PHYSIOLOGICAL TRAINING	100
JUDO	4
PART I CODE TRAINING	24
PART II CODE TRAINING	8
PART III CODE TRAINING	19
FIRST AID TRAINING	86
ABC DEFENSE	87
ANNEX 1 SPEC ABC DEFENSE	13
BASIC WEAPONS	206
OCEAN SURVIVAL	76
SWIMMING PROFICIENCY	80
BASIC SURVIVAL	100
REFRESHER SURVIVAL	68
OPERATIONS & MOVEMENT OF AIRCRAFT ON THE GROUND	15
SECURITY	145
SYNTHETIC TRAINER	NA
AMMO LOADING	79
ANNEX II REFRESHER ABC	67
ECM TRAINING	2
RADAR MAINTENANCE	0
SPECIALIST TRAINING FOR PILOTS	9.4
SPECIALIST TRAINING FOR BOMBARDIERS	6.8
SPECIALIST TRAINING FOR NAVIGATORS	2.7

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OPERATIONS AND TRAINING (CONT'D)

SUBJECT	TRAINED
SPECIALIST TRAINING FOR FLIGHT ENGINEERS	9.9
SPECIALIST TRAINING AIRBORNE RADIO OPERATORS	10.8
SPECIALIST RADAR OBSERVERS	3.6
SPECIALIST AERIAL PHOTOGRAPHERS	NA
SPECIALIST TRAINING FOR AERIAL GUNNERS	40
SPECIALISED WEATHER TNG	6
SKEET	50
ECM INDOCTRINATION	73
ADVANCE SURVIVAL	64
CHARACTER GUIDANCE	162
INFORMATION HOUR	0

During the month of August the 373rd Bombardment Squadron had seven (7) aircraft assigned. The squadron accomplished 149:55 flying hours of which 142:30 were operational, 1:15 ferrying aircraft and 6:10 test hop. 50-8 minimums were discontinued during the month of August and most flights were local training flights.

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ORGANIZATION AND ADMINISTRATION

Early in the month of August, Major EDWIN J WHITE departed on extended temporary duty. Major MAYRON H ROWE is commanding the squadron in his absence and Major HAYWOOD C VAUGHAN was appointed Operations Officer.

The administrative policies of Major WHITE were reviewed and re-emphasized to the squadron.

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PERSONNEL

The month of August was a busy one for the Personnel Section. A large number of personnel, both officers and airmen, departed the squadron for temporary duty at training schools. The influx of officer personnel was heartening, in that it appears that the new officers are ones we can expect to keep. A number of our officers were transferred to other units on the base in exchange for pilots with more flying time.

For the next few months, the personnel section should continue to be the busiest in the squadron, but when all of our personnel return from temporary duty, a degree of stabilization that was heretofore impossible should be realized.

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MAINTENANCE

In August, the seventeenth month of operation for this unit, we had an average of five (5) aircraft available for flying throughout the month. Total flying time for these aircraft was 149:55 hours and four-hundred and seventy-one (471) gallons of oil and approximately sixty-nine thousand eight-hundred (69,800) gallons of fuel were consumed in accomplishing it. One engine was changed on aircraft # 2086 and aircraft # 759 was prepared and transferred to Air Training Command.

Our "in commission" rate of aircraft was high this month considering our personnel problems. Constant changing of crew chiefs and airmen on aircraft has been a difficulty encountered due to the numerous shipments of men TDY and having to utilize those personnel available. In a single quota, five (5) crew chiefs were lost. At the present time there are sixty-eight (68) airmen assigned to this section. We have twelve (12) airmen TDY at various schools and eleven (11) others departing. Our only gain was of six (6) jet mechanics from school at Amarillo Air Force Base, Texas.

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SUPPLY

The section during August increased the monthly rating score to a 94 from a 72 on the previous month. The monthly inspections are conducted by Wing Director of Materiel and the section is working to achieve a score of 100% for next month. The section has completed the building of bins and the rewarehousing of all tools and expendables in our new building.

We have received a large percentage of the 17-B equipment ordered for the forthcoming conversion to jet aircraft.

The supply section received 96% of all TO&E property, and 85% of all Plant Account property. The combat readiness of the squadron was 90%.

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Monthly Historical Report

374th Bomb Squadron
308th Bomb Wing

S.A.C.

August 1953

14

Hunter Air Force Base
Georgia

RUSSELL K. WELLER
Major, U.S.A.F.
Commander

CARL W. HATHAWAY
Captain, U.S.A.F.
Historical Officer

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Chronology

August 1953

Date in August	Item
3 to 11	Air Force R.O.T.C. Cadets in summer training given Familiarization flights by 374th Bomb Squadron.
7	Aircraft # 44-61841 ferried to Randolph AFB, Texas.
8	Aircraft # 44-62179 ferried to Randolph AFB, Texas.
10 to 13	B-29 transition for Colonel James Wilson of 305th Bomb Wing.
13	Lieutenant Colonel John O. Vick, Squadron Commander departed for B-47 pilot transition at Wichita AFB, Kansas. Major Russell K. Weller acting Commander.
15	Squadron Inspection. Barrack personnel stand-by in quarters and Separate Rations personnel in ranks. Inspection by Major Weller.
	Information and Education Hour. Explanation of the educational opportunities available to the military personnel at Hunter Air Force Base by Captain Hathaway, Squadron I & E Officer.
18	B-29 #44-61959 ferried to Hunter AFB. from McClellan AFB., California where it had been undergoing modification.
29	I & E Hour - Financial Responsibility of Military Personnel by Major Weller and Lt. Swan of Base Legal.

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Chapter I

Organization and Administration

There were no changes in the basic organization of the 374th Bomb Squadron during August 1953. It still remains technically a B-29 squadron even though it ended the month with but eight aircraft and four crews available. Operations were at a minimum. At the same time the squadron is in the midst of actual conversion to B-47s. Crews for the new aircraft are being formed and sent away for training. Maintenance personnel are being trained for their new duties. All this change causes an increased turnover of personnel as personnel not required in the new program are transferred to other units and new personnel arrive to assume their duties. There is also some inter-exchange of personnel among the squadrons.

During August there were no parades. There was a stand-by inspection for airmen living in the barracks and an inspection in ranks for the separate-ration personnel. Both inspections were conducted by Major Weller, acting commander on 15 August.

Two Information Hours were held during the month. The first was held on 15 August following the inspection with 49% attendance. At this meeting Captain Hathaway, squadron I&E officer explained educational opportunities available locally, on the base and through correspondence courses both for professional and academic purposes. The second hour was held on the 29th of August with nearly full attendance. Lt. Lund, the security officer of the 373rd Bomb Squadron gave a summary of current world affairs, then Major Weller spoke on the moral aspects of financial irresponsibility and its repercussions on other service personnel. Lt. Swan of the Legal Office discussed the legal aspects of such misconduct.

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On 13 August 1953 Lt. Col. John O. Vick 6858 A, squadron commander, left on temporary duty for pilot transition and related training at Wichita Air Force Base, Kansas. Major Russell K. Weller 8 865 A, Operations Officer, became acting Commander. Major Weller's duties as Operations Officer were taken over by Major Fredrick M. Millsap AO 666 571. Captain Dominic P. Quercia, Squadron Observer, departed for K-System and high speed navigation training at Mather Air Force Base, California and his duties fell to Captain Carl W. Hathaway. Captain George Meuse AO 820 779, Aircraft Maintenance Officer, was absent for the first 18 days of August attending a maintenance course for KC-97 personnel at MacDill AFB, Florida. During his absence his duties were performed by 1/Lt. William M. Adkins AO 1 907 598 who was transferred to the 804th Operations Squadron, this base, after which 2/Lt. James L. Wallace AO 2 228 278 became acting aircraft maintenamce officer. Early in August the Intelligence Officer, Captain John Wellbeloved AO 734 875 was replaced by 1/Lt. Oliver L. Butner AO 2 092 517 after the former started concentrating on navigation training, having been grounded for some months, but about to be returned to flying status. He was separated from the service at the end of the month under the current reduction in force. Most of the changes in duty assignments are caused by attendance at B-47 training courses.

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Chapter II

Personnel (1)

The squadron strength of the 374th Bomb Squadron on 31 July 1953 was as follows: (2)

	For Duty	N/For Duty	Total	Leave	T.D.Y.	Arrest Confin.	Total	Aggregate
Officers	52	1	53	14	12	1	27	80
Airmen	172	1	173	11	18	0	29	202

On 31 August 1953 the strength figures of the 374th Bomb Squadron were as follows: (3)

	For Duty	N/For Duty	Total	Abs. Sick	Lv.	T.D.Y.	Total	Aggregate
Officers	50	1	51	0	9	24	33	84
Airmen	156	1	157	1	12	27	40	197

During August 1953 the 374th Bomb Squadron had many of the characteristics of a replacment depot as personnel arrived and departed in large numbers. This is largely due to the changed personnel requirements of a B-47 wing. New aircrew members for the B-47 bombers were assigned to the squadron, B-29 crew members who cannot be used in the new jet bombers were being re-assigned to other units where their specialties can be used, or to schools where they will receive further training. At present the situation looks confused, but it is a necessary part of the transition to the new

(1) Unless otherwise stated, all data in this chapter is taken from the Morning Reports of the 374th Bomb Squadron for August 1953.
(2) Morning Report, 374th Bomb Squadron, 31 July 1953.
(3) ibid. 31 August 1953.

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type bomber. Among the aircrew members there has been some exchanging of personnel among the squadrons of this wing. This is an attempt to balance the experience level of all three squadrons.

In the case of quadruple-rated pilots (called pilots AOB) the 374th Bomb Squadron gained ten and lost six. Three of these came from Mather Air Force Base, California where they had just completed training, but all other gains and losses were in the form of exchanges of personnel from one unit to another on this base.

The squadron gained eight and lost seven single-rated pilots. Of these, one came from the 47th Air Division, Walker Air Force Base, New Mexico, but all the rest were exchanged between this squadron and other squadrons on this base. Four of the seven pilots leaving the 374th Bomb Squadron went to the newly-formed 308th Air Refueling Squadron and it is anticipated that some of the newly-assigned pilots will be transferred there also. Five of the new pilots came from squadrons of the 2nd Bomb Wing, this base.

The personnel changes among observers reflect better the transition to jet-trained personnel. The squadron acquired seven new triple-rated observers, six of these from the school at Mather Air Force Base, California and the other from the local Air Base Group Headquarters. One observer who reported into the 374th Bomb Squadron was transferred to the 20th Bomb Squadron, 2nd Bomb Wing in exchange for one of their observers who will be transferred to this squadron in September. The other observers lost were all single-rated. One bombardier was sent to Headquarters, this wing, as Security Officer, three bombardiers were sent to Ellington Air Force Base, Texas to start their triple-rated training. One bombardier, a non-volunteer, was separated from the service and another was separated of the current reduction in force. One navigator was sent to the Far East and two were

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separated in the Reduction in Force.

The squadron gained 22 aircraft maintenance men and lost seven, one of whom was given a discharge from the service because of hardship his family was suffering because of his being in the service. Nearly all the newly-assigned maintenance personnel came directly from service schools. All such personnel leaving the squadron were transferred to other squadrons of this wing.

Two flight engineers were transferred to service schools, one to the 308th Air Refueling Squadron and one to Headquarters, this wing. All three flight engineers transferred into the 374th Bomb Squadron were recently graduated from service schools.

The 374th Bomb Squadron lost six radio operators of whom one was sent overseas, two were sent to the 308th Air Refueling Squadron and three were separated from the service.

The squadron gained a gunner and lost 14, of whom five received hardship discharges per AFR 39-13. One gunner was sent overseas and four each were sent to the 308th Air Refueling Squadron and the 308th Periodic Maintenance Squadron.

Temporary duty assignments for August were plentiful and indicate the training required in changing a B-29 squadron into a B-47 squadron. The squadron commander went to Wichita Air Force Base, Kansas for pilot transition and training in the B-47, three observers left for high speed navigation and K-System radar training at Mather Air Force Base, California. Six pilots departed for Bomb Commander School at Sandia Base, New Mexico. (Three of these were single-rated and three were quadruple-rated pilots.) Twelve B-47 crew members attended Advanced Survival Train-

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ing at Stead Air Force Base, Nevada and in the Sierra Nevada Mountains.

Aside from training personnel for B-47s which will eventually be assigned to this squadron, much was done toward training KC-97 personnel for the 308th Air Refueling Squadron. Captain George A. Meuse, the engineering officer, attended a KC-97 maintenance course for the first 18 days of the month with six of his maintenance men. This course was at MacDill Air Force Base, Florida. Four pilots, one flight engineer, three radio operators and three gunners were sent to West Palm Beach, Florida for KC-97 training and most of these were later transferred to the 308th Air Refueling Squadron. Another flight engineer was sent on tempory duty to Chanute Air Force Base, Illinois for engine analyzer training. A maintenance supervisor went on temporary duty to Amarillo Air Force Base, Texas for jet Maintenance training.

There were other scattered temporary assignments during August 1953 which are recorded in Appendix I.

Five single-rated observers accepted indefinite reserve commissions, one declined and was separated from the service as noted above. One pilot was separated from the service and immediately recalled on a voluntary, indefinite status. As stated previously, three radio operators were released prior to the expiration of their terms of enlistment and six other airmen were released to relieve hardships at home.

Nine airmen were promoted during August 1953:

From temporary T/Sgt. to temporary M/Sgt.	1
From permanent A/1c to temporary S/Sgt.	2
From permanent A/2c to permanent A/1c	3
From permanent A/3c to permanent A/2c	3

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One officer was placed in confinement in the Base Guardhouse awaiting trial for mis-appropriation of government property.

One airman who was transferred into this squadron in confined status is still in the Base Guardhouse awaiting trial for issuing worthless checks.

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Chapter III

Operations

In August 1953 flying was greatly curtailed, the total flying time for crews being 127:00 (1) This flying was of the following types:

Type	No. of Flights
Familiarization & Proficiency	10
Crew Training & AFROTC Cadets	16
Test Flights	4
Ferry Flights	1

From the third to the 11th of August, Air Force Reserve Officers' Training Corps cadets were brought to Hunter Air Force Base from Turner Air Force Base, Georgia for familiarization flights in B-29s. Their summer camp and instruction area was at Turner and they were flown to Hunter in C-47s for the B-29 flight. Crews and aircraft of this wing took them up for for a two and a half hour flight, making two such trips per day. The aircraft would take off from Hunter Air Force Base and climb on course to 14,000 feet, passing over Vidalia, Fitzgerald, Valdosta, Lake City (Florida), Jacksonville, Mayport, Brunswick (Georgia), the Townsend bomb range and return. Fighters from Turner Air Force Base usually made passes at the bomber in the Valdosta area while the gunners "shot" back. In July gun cameras were used for this, but in August it was only similated. Navy fighters did the same in the Jacksonville area.

The radar operator and bombardier performed a co-ordinated radar synchronous similated attack on a viaduct in Jacksonville, making the run in from

(1) Cumulative Status Report, 308th Bomb Wing for period ending 31 Aug 53.

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Lake City using the AN/APQ-13 radar set and Norden bombsight. On the return trip the bombardier dropped an M-38-A2 (blue devil) bomb on the target at the Townsend Bomb Range using the Norden bombsight. On some flights he made a similated visual attack on a target in the Savannah area. The radio operators made an Electronic Counter-measure run coming into Mayport and sometimes another at Hunter on the return. All cadets were carried for part of the flight in the forward part of the aircraft and for the rest of the flight in the aft compartment thus permitting each to observe the duties of all crew members. They were encouraged to ask questions of all crew members during the flight.

From the 10th through the 13th of August Colonel James Wilson, deputy commander of the 305th Bomb Wing at MacDill Air Force Base, Florida, was with the 308th Bomb Wing for pilot's transition in B-29s prior to his departure for the Far East where he will be commander of the 307th Bomb Wing. Captain Bailey served as instructor pilot for him.

Throughout the month flying was limited to pilot transition, proficiency and instrument refresher for pilots going to B-47 transition training. There were no requirements for observers.

On 18 August Captain James C. Lackey ferried aircraft #44- 61959 from McClellan Air Force Base, California where it had undergone modification to Hunter Air Force Base, Georgia. He landed with one engine on fire and the other three operating in less than satisfactory manner.

Training

The following statistics summarize the training program of the 374th Bomb Squadron for August 1953 and indicate some of the limiting factors: (1)

(1) Cummulative Status Report, 308th Bomb Wing for period ending 31 Aug 53.

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(Training Statistics):

Average aircraft assigned	8.5
Average aircraft possessed	7.3
In-commission rate	29.7 %
AOCM rate	70.3 %
AOCP rate	0.0 %
Aborts	
air	3
ground	0
Flying hours scheduled	124:00
Hours flown	127:00
Ready crews available	4
Non-ready crews available	0
Average hours flown per available crew	31:7
Fly-away kits, percent complete	99.64
Instrument checks complete	12
Scandinavian Room, hours utilized	128
Judo training, hours	38
Controlled sports, hours	462
Venerial disease, no. of new cases	2

Intelligence

Early in August Captain John Wellbeloved AO 734 875 was replaced as Squadron Intelligence Officer by 1/Lt. Oliver L. Butner AO 2 092 517.

During August, combat crew training in the subject of Intelligence was brought up tp 41.2 % completed. Passes and other routine intelligence functions were accomplished for newly assigned personnel.

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Gunnery

During August the curtailed flying schedule brought aerial gunnery to a a complete standstill. No live ammunition was fired; no gun-camera film was expended.

Ground training for gunners included the following:

E-14 trainer	134 hours
E-26 trainer	30 hours

The gunners continued their normal routine duties including daily maintenance of aircraft gunnery systems and care of weapons.

With the reduced flying schedule, gunners have been replacing Air Police as aircraft guards and during August gunners spent 1361 man-hours on guard duty. Additional details, such as policing the ramp and attendance at intelligence, security, character guidance and other lectures occupied the time of most of the gunners.

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Chapter IV

Aircraft Maintenance and Supply

The 374th Bomb Squadron had ten B-29s at the beginning of August 1953 and transferred two of these to the Training Command at Randolph Air Force Base, Texas during the month. The two aircraft and their dates of departure were as follows:

Aircraft Serial No.	Date Departed
44-61841	7 August 1953
44-62179	8 August 1953

The aircraft remaining to the squadron were as follows, all B-29s:

Aircraft Serial No.
44-61765
44-61881
44-61959
44-62121
44-69937
44-70086
44-87598

During the first 18 days of August, Captain George A Meuse AO 820 799, the aircraft maintenance officer, and seven of his maintenance personnel were attending a KC-97 maintenance school at MacDill Air Force Base, Florida. Among these airmen was M/Sgt Sisk, Line Chief. It is expected that the above-mentioned personnel will be transferred to the newly-formed 308th Air Refueling Squadron.

In preparation for the conversion to B-47s, M/Sgt. Ahmuty, flight chief, and ten mechanics and crew chiefs went to Amarillo Air Force Base, Texas to attend a B-47 mechanics course.

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During August flying training was very limited and only 115:45 hours was logged as compared with 273:25 for July. The postflight crews did 26 postflight inspections, but by the end of the month postflight crews were reduced to T/Sgt. Gray and nine airmen.

Ten jet mechanics were received into the section, most of these new men in the service and recently graduated from jet engine mechanics' school.

Two airmen, M/Sgt. Thompson and T/Sgt. Kloetzly, graduated from a two-week personnel management course given at this base.

As can be gathered from the nature of events, the Aircraft Maintenance Section is executing three programs at once:

1. Maintaining the current B-29s and preparing to dispose of them in due time.
2. Preparing personnel for the new B-47s when they arrive.
3. Training some personnel for transfer to KC-97s.

Supply

The Supply Section has been relatively active during August requisitioning and receiving new equipment relative to the conversion program. A new inventory was started of all UPREL and Plant Account Property assigned to the squadron. The other activities of the Supply Section were purely of routine nature.

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Chapter V

Miscellaneous

A new personnel problem came to the attention of the 374th Bomb Squadron in August when 2/Lt. John L. Wilmot AO 2 021 523 reported for duty. The heart of the problem is that Lt. Wilmot is a single-rated AN/APQ-13 radar operator (AFSC 1551). As this squadron is transferring its B-29s to other bases in preparation for receiving B-47s, there is no permanent duty assignment for such a radar operator. To complicate matters, the problem cannot be solved by transferring him to another B-29 wing, for they are all near the same sort of conversion as is true of this wing. Here, then is a trained observer whose specialty is no longer in demand even at the time of his graduation. At the same time there is need for single-rated navigators in air refueling squadrons.

Lt. Wilmot's cadet training began with a cadet course lasting for 28 weeks given at Harlingen Air Force Base, Texas. This consisted of dead reckoning and airplot, radio, celestial, loran and an introduction to radar. The advanced course was given by the 3570th Observer Training Group at Sheppard Air Force Base, Texas and consisted of radar navigation, bombing and in-flight maintenance all with the AN/APQ-13 radar set. Other such classes are still being graduated.

No solution to this officer's problem has been reached. Among the possible courses of action under consideration is to transfer him to the air refueling squadron of this wing, check him out as a celestial navigator, give him a year's experience and then to send him back through the courses given at Ellington and Mather Air Force Bases, leading to a triple rating. Some experience is considered essential before entering the advanced courses and this seems the only practical way to get that experience for him.

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Cummulative Status Report, 308th Bomb Wing for the period ending 31 Aug 53.

Written statements from each section head followed by interviews with them to clarify any questions.

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Glossary

Although abbreviations have been generally avoided, The following were used and are explained as follows:

A.F.B. or AFB	Air Force Base
A.F.S.C. or AFSC	Air Force Specialty Code. This number identifies the duty for which the man is trained.
N/For	Not for
Pilot AOB	Pilot, aerial observer, bombardier. A pilot who has also completed the observer course in navigation, radar and bombing.
R.O.T.C.	Reserve Officer Training Corps.
UPREL or UPREAL	Unit Property Record, Equipment and Allowance List.

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Key Personnel

Lt. Col. John O. Vick	Squadron Commander
Major Russell K. Weller	Acting Squadron Commander
Major Russell K. Weller	Operations Officer
Major Fredrick M. Millsap	Acting Operations Officer
Captain Dominic P. Quercia	Squadron Observer
Captain Carl W. Hathaway	Acting Squadron Observer
Captain George A. Meuse	Aircraft Maintenance Officer
1/Lt William M. Adkins	Acting Aircraft Maintenance Officer
2/Lt. James L. Wallace	Acting Aircraft Maintenance Officer
Charles T. Wingard, 2/Lt.	Supply Officer
M/Sgt. James R. Bond	First Sergeant

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APPENDIX I

Personnel (1)

P.C.S. Incoming

Four Pilots AOB from the 375th Bomb Squadron, this wing:

Bird, James E.	Captain	AO 809 026
Chandler, John L.	Captain	AO 680 174
Gibson, George B.	Captain	AO 2 061 804
Howard, Roy W.	Captain	AO 676 223

From Headquarters, 308th Bomb Wing, two officers and one airman:

Davis, Robert C.	Captain	17 855 A	(Pilot AOB)
Evans, George C.	1/Lt.	AO 741 977	(Pilot)
Williams, James	M/Sgt.	AF 14 004 013	(Career Guidance Spec.)

From Headquarters, 804th Air Base Group, this base, four officers:

Raymer, John C.	Captain	15 310 A	(Pilot AOB)
Uhalit, Joseph H.	Captain	AO 668 033	(Pilot AOB)
Weiss, James A.	Captain	AO 751 691	(Observer)
Posey, Harold	1/Lt.	AO 714 166	(B-26 pilot and managment analysis officer.)

From 804th Operations Squadron, 804th Air Base Group, this base, two airmen - - both aircraft maintenance technicians:

Whitlow, Travis E.	T/Sgt.	AF 6 291 549
Stryon, Ralph L.	S/Sgt.	AF 14 105 267

(1) All data in this appendix taken from Morning Reports of the 374th Bomb Squadron for August 1953.

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From squadrons of the 2nd Bomb Wing, this base, five pilots:

20th Bomb Squadron

Lutz, Donald R.	1/Lt.	AO 1 998 621
Shero, Ronald D.	1/Lt.	20 345 A

49th Bomb Squadron

Waters, James H.	Captain	AO 825 025
Rollins, Neil G.	1/Lt.	AO 1 858 856

96th Bomb Squadron

Hall, Duane A.	Captain	AO 811 992

From 47th Air Division, Walker Air Force Base, New Mexico, one pilot:

Clark, Joseph L.	1/Lt.	AO 837 650

From 307th Bomb Wing, MacDill Air Force Base, Florida:

Milligan, Donald L.	A/2c	AF 23 484 190

(Aircraft mechanic, reciprocating engine)

From 7100 Support Wing (USAFE) A.P.O. # 69, one aircraft maintenance officer:

Foglietta, Harry	Captain	AO 2 095 832

From Higashi-Fuchi Air Force Base, (FEAF), Japan, one B-29 aircraft mechanic:

Fuller, William E.	A/1c	AF 18 272 573

From 3535 Observer Training Wing, Mather Air Force Base, California, three pilots AOB:

Armstrong, Robert B.	Captain	AO 821 193
Stearn, Granville W.	Captain	AO 824 282
Watson, James M.	Captain	24 521 A

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From 3535 Observer Training Wing, Mather Air Force Base, California, six observers:

Arnold, William M.	Captain	AO 692 258
Riggle, Lewis E.	Captain	AO 708 101
Arveson, Allan L.	1/Lt.	AO 2 001 559
Bauer, Ralph H.	1/Lt.	AO 772 828
Dugard, William T.	1/Lt.	AO 1 849 100
Nicodemus, John S.	1/Lt.	AO 501 010

From 3320 Technical Training Wing, Amarillo Air Forge Base, Texas, ten B-29 aircraft mechanics:

Chambers, Gwynn W.	A/3c	AF 14 482 806
Horan, Winfrey O.	A/3c	AF 28 178 561
LaFreniere, Gerald E.	A/3c	AF 16 430 033
Mart, Raymond O.	A/3c	AF 17 376 890
Mortenson, Virgil C.	A/3c	AF 17 372 623
Nixon, Wayne H.	A/3c	AF 11 259 953
Howland, James F.	A/3c	AF 14 405 910
Webb, Don	A/3c	AF 18 439 387
Williams, Larry J.	A/3c	AF 17 372 691
McKennon, Richard O.	A/B	AF 18 006 150

From 3750 Technical Training Wing, Sheppard Air Force Base, Texas, eight B-29 Aircraft mechanics:

White, Simeon W.	A/2c	AF 38 190 267
Campbell, Thomas	A/3c	AF 14 443 555
Crabill, Franklin D.	A/3c	AF 16 425 626
Dixon, Linzey M.	A/3c	AF 15 476 828
Hawryluk, John	A/3c	AF 16 423 997

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(acft Mechanics, con't)

Sheffield, Freddie G.	A/3c	AF 16 426 796
Smith, Donald G.	A/3c	AF 13 424 972
Welch, Cleo Z.	A/3c	AF 25 137 556

From 3415 Technical Training Group, Lowry Air Force Base, Colorado, one turret system mechanic (senior):

Sigelbaum, Stanley	A/1c	AF 12 305 468

From 3516 Student Squadron, Randolph Air Force Base, Texas, three flight engineers:

Williams, Harding H.	M/Sgt.	AF 6 282 927
Hayes, Calvin R.	S/Sgt.	AF 14 208 158
Temple, Lewis E.	S/Sgt.	AF 35 129 886

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P.C.S. Outgoing

To 373rd Bomb Squadron, this wing, one pilot AOB:

Stearns, Granville W.	Captain	AO 824 282

To 375th Bomb Squadron, this wing, one pilot AOB and five B-29 mechanics:

Uhalit, Joseph H.	Captain	AO 668 033
Campbell, Thomas	A/3c	AF 14 443 555
Dixon, Linzy	A/3c	AF 15 476 828
Hawrylak, John	A/3c	AF 16 423 997
Sheffield, Freddie G.	A/3c	AF 16 426 796
Welch, Cleo Z.	A/3c	AF 25 137 556

To 308th Air Refueling Squadron, this wing, the following personnel (while on temporary duty for KC-97 training at West Palm Beach, Florida):

Fellows, Tom T.	Captain	AO 813 356	Pilot
Livesay, Ross D.	Captain	AO 713 498	Pilot
James, Henry L.	1/Lt.	AO 2 089 765	Pilot
Peterson, Elwood E.	1/Lt.	AO 2 068 735	Pilot
Perkins, Edmund C.	T/Sgt.	AF 16 279 259	Flight Engineer
Price, Willis W.	T/Sgt.	AF 18 163 565	Gunner
Craik, Robert B.	S/Sgt.	AF 27 873 520	Radio Operator
Gore, Max C.	S/Sgt.	AF 14 383 700	Gunner
Harris, Robert D.	S/Sgt.	AF 37 820 650	Gunner
Kintschi, Morris J.	S/Sgt.	AF 19 391 281	Gunner
Woodley, Kenneth E.	S/Sgt.	AF 17 281 506	Gunner

To 308th Periodic Maintenance Squadron, this wing, five airmen:

Rusin, John M.	A/1c	AF 13 390 828	Gunner
McDavitt, Julian F.	A/2c	AF 16 372 172	Gunner

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(To 308 Per. Maint. Sq. con't)

Milligan, Donald L.	A/2c	AF 23 484 190	Acft. Mechanic
Plum, Lynn N.	A/2c	AF 13 352 410	Gunner
Tereau, Cyril A.	A/2c	AF 17 316 042	Gunner

To 308th Bomb Wing, Headquarters:

Sloan, Samuel	Major	12 452 A	Pilot AOB
Hogg, Joseph C.	Captain	AO 751 907	Bombardier (Now Wing Security Officer.)
Bevins, Russell K.	S/Sgt.	AF 15 064 550	Flight Engineer

To 804th Operations Squadron, 804th Air Base Group, this base:

Adkins, William M.	1/Lt.	AO 1 907 598	Pilot

To 2nd Bomb Wing, this base;

20th Bomb Squadron

Heller, Kenneth E.	Captain	AO 798 296	Pilot AOB
Bauer, Ralph H.	1/Lt.	AO 772 828	Observer
Clark, Joseph L	1/Lt.	AO 837 650	Pilot
Stoner, George W.	1/Lt.	AO 1 909 413	Pilot AOB

49th Bomb Squadron

Watkins, John W.	Captain	AO 722 541	Pilot

96th Bomb Squadron

Ott, George J.	Major	12 133 A	Pilot AOB

To 3605th Navigation Training Wing, Ellington Air Force Base, Texas:

Frost, Keith I.	Captain	AO 663 606	Bombardier
Stewart, Robert E.	Captain	AO 686 699	Bombardier
Morgan, Edward F.	1/Lt.	AO 686 112	Bombardier

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To 3750 Technical Training Group, Sheppard Air Force Base, Texas:

Hudock, Joseph J.	A/1c	AF 13 353 137	Flight Engineer
Doering, Charles W.	A/3c	AF 17 351 995	Flight Engineer

(Sent to enter flight engineers' training.)

To Ports of Embarcation for overseas assignment as indicated:

2353 Personnel Processing Squadron, 2349 Personnel Processing Group, Parks Air Force Base (ConAC), California:

Doskey, Albert A.	2/Lt.	AO 2 226 214	Navigator

2349 Personnel Processing Squadron, 2349 Personnel Processing Group, Parks Air Force Base (ConAC), California:

Strand, Robert J.	A/2c	AF 27 361 104	Gunner

2266 Personnel Processing Squadron, Camp Kilmer (ConAC) New Jersey:

Clark, Thomas S.	A/2c	AF 19 425 857	Radio Operator

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Temporary Duty

Departed

During August 1953, personnel of the 374th Bomb Squadron departed on temporary duty assignments as indicated.

To Wichita Air Force Base, Kansas to attend B-47 transition, Phases I & II:

Vick, John O.	Lt. Col.	6 858 A	Squadron Commander

To Mather Air Force Base, California to attend K-System and high speed navigation courses for observers - - three observers:

Dahlquist, Stanley T.	Captain	AO 669 211
Quercia, Dominic P.	Captain	AO 2 070 317
Gennero, Edward J.	1/Lt.	AO 2 082 261

To Bomb Commander School, Sandia Base, New Mexico, the following pilots:

Armstrong, Robert B.	Captain	AO 821 193
Charlton, Courtney R.	Captain	AO 775 791
Gibson, George B.	Captain	AO 2 061 804
Watson, James M.	Captain	24 521 A
Horn, Walter B.	1/Lt.	AO 1 912 087
Rusden, Harry J.	1/Lt.	AO 809 047

To Stead Air Force Base, Nevada to attend Advanced Survival Training, 12 B-47 aircrew members:

Rogers, Joseph R.	Major	14 410 A	Pilot AOB
Chandler, John L.	Captain	AO 608 174	Pilot AOB
Coffman, William F.	Captain	17 120 A	Pilot AOB
Lampp, Larry L.	Captain	AO 744 611	Pilot AOB
Oppelt, Alexander L.	Captain	10 788 A	Pilot AOB
Summey, Paul B.	Captain	AO 741 977	Pilot

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(Survival Training con't)

Thompson, Robert J.	Captain	AO 827 320	Pilot
Christman, Fred J.	1/Lt.	24 524 A	Pilot AOB
Dugard, William T.	1/Lt.	AO 1 [illegible]49 100	Observer
Evans, George C.	1/Lt.	AO 741 977	Pilot
Floyd, William L.	1/Lt.	AO 1 912 274	Observer
Lyle, John E.	1/Lt.	AO 2 070 074	Observer

To West Palm Beach, Florida (MATS) for KC-97 aircrew training:

Fellows, Tom T.	Captain	AO 813 356	Pilot
Livesay, Ross D.	Captain	AO 713 498	Pilot
James, Henry L.	1/Lt.	AO 2 089 765	Pilot
Peterson, Elwood E.	1/Lt.	AO 2 068 735	Pilot
Harris, Robert D.	T/Sgt.	AF 37 820 650	Gunner
Perkins, Edmund C.	T/Sgt.	AF 16 279 259	Flight Engineer
Price, Willis W.	T/Sgt.	AF 18 163 565	Gunner
Craik, Robert B.	S/Sgt.	AF 27 873 520	Radio Operator
Gore, Max C.	S/Sgt.	AF 14 383 700	Gunner
Kintschi, Morris J.	S/Sgt.	AF 19 391 281	Radio Operator
Woodley, Kenneth E.	S/Sgt.	AF 17 281 506	Radio Operator

To 809th Operations Squadron, 809th Air Base Group, MacDill Air Force Base, Florida for KC-97 Maintenance Familiarization Course, the following maintenance personnel and the Maintenance Officer:

Meuse, George A.	Captain	AO 820 799	Maint. Off.
Sisk, Quentin R.	M/Sgt.	AF 20 449 070	Line Chief
Hines, James J.	T/Sgt.	AF 32 332 280	
Egner, Robert W.	A/1c	AF 15 348 014	
Gibbs, Ray W.	A/1c	AF 14 207 579	

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(Maint. Famil. Course con't.)

Strickland, Charles	A/1c	AF 14 471 185
Sterling, Marvin L.	A/2c	AF 14 383 779

To Amarillo Air Force Base, Texas to attend (Specifications) B-47 Aircraft Maintenance Course, one aircraft maintenance supervisor:

Ahmuty, William C.	M/Sgt.	AF 11 037 117

To 3605 Navigation Training Wing, Ellington Air Force Base, Texas, pending EDCSA, two bombardiers:

Stewart, Robert E.	Captain	AO 686 699
Morgan, Edward F.	1/Lt.	AO 686 112

To 3450 Technical Training Wing, Francis E. Warren Air Force Base, Wyoming, one senior clerk to attend Administrative Supervisors' Course:

Blackledge, Orville G.	S/Sgt.	AF 14 362 519

To 3750 Technical Training Group, Sheppard Air Force Base, Texas, pending EDCSA, two airmen to attend flight engineer training:

Budock, Joseph J.	A/1c	AF 13 353 137
Doering, Charles W.	A/3c	AF 17 351 995

To 3415 Technical Training Wing, Lowry Air Force Base, Colorado, pending EDCSA, one gunner to attend B-47 Gunlaying System course:

Sigelbaum, Stanley	A/1c	AF 12 305 468

(Five gunners to attend Turret System Mechanics' Course):

Mardaus, Milton J.	S/Sgt.	AF 27 342 346
Bruneau, Luke C.	A/1c	AF 11 232 990
Glass, Jackson D.	A/1c	AF 16 391 754
Whittington, Donald E.	A/1c	AF 13 412 065
Wilborn, Billy C.	A/1c	AF 14 446 441

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To Turner Air Force Base, Georgia (and return), to instruct AFROTC Cadets:

Rodriguez, Rigoberto 1/Lt. 24 797 A Bombardier

To Tinker Air Force Base, Oklahoma (and return) to ferry and modify a B-29 one crew chief:

Tirpak, Joseph S/Sgt. AF 12 340 889

To 306 Bomb Wing, MacDill Air Force Base, Florida, pending EDCSA, two flight engineers:

Williams, Harding H. M/Sgt. AF 6 282 927

Temple, Lewis E. S/Sgt. AF 35 129 886

To 3270 Technical Training Training Squadron, Engineer School, Fort Belvoir, Virginia, pending EDCSA:

Eardley, Robert C. A/2c AF 13 406 633 Gunner

To 95 Bomb Wing, Biggs Air Force Base, Texas, pending EDCSA;

Howell, Cecil A. M/Sgt. AF 34 722 866 Flight Engineer

(Note: It is possible that this should have been the 97th Bomb Wing which is known to be at Biggs AFB.)

To Chanute Air Force Base, Illinois for 20 days to attend Engine Analyzer Training:

Swiger, Robert S. M/Sgt. AF 15 069 150 Flight Engineer

To 2349 Personnel Processing Squadron, Parks Air Force Base (ConAC), California, pending EDCSA, for overseas shipment:

Best, William T. S/Sgt. AF 24 979 001 Senior Clerk

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Temporary Duty

Personnel returning from Temporary Duty

in August 1953

From Bomb Commanders' School, Sandia Base, New Mexico, one pilot:

Cothran, Harold R. Captain AO 841 910

From Warner Robins Air Force Base, Georgia:

Adkins, William P. 1/Lt. AO 1 907 598 Pilot

Eubank, Jack W. 2/Lt. AO 2 225 421 Navigator

(Lt. Eubank flew from Warner Robins AFB to Ramy AFB, Puerto Rico and returned to Hunter.)

From Sheppard Air Force Base, Texas, where he had attended a radar refresher course, one single-rated bombardier:

Petty, Robert J. 1/Lt. AO 690 598

From West Palm Beach, Florida, two flight engineers who had completed KC-97 flight engineer training and await transfer to the 308th Air Refueling Squadron:

Swiger, Robert S. M/Sgt. AF 15 069 150

Praetorius, Richard T. T/Sgt. AF 38 366 665

From Carswell Air Force Base, Texas, one flight engineer:

Howell, Cecil A. M/Sgt. AF 34 772 866

From flexible gunnery course at Lowry Air Force Base, Colorado:

Marquardt, Otto P. A/1c AF 18 384 169

From Sheppard Air Force Base, Texas, four medium bomber mechanics (B-29):

Campbell, Thomas A/3c AF 14 443 555

Dixon, Linzy M. A/3c AF 14 476 828

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(From Sheppard AFB. con't)

Sheffield, Freddie G.	A/3c	AF 16 426 796
Welch, Cleo Z	A/3c	AF 25 137 556

From McClellan Air Force Base, California, with aircraft being modified:

Snyder, Donald T.	A/1c	AF 12 341 617	Crew chief

From Stead Air Force Base, Nevada, where they had completed Advanced Survival Training, the following B-47 aircrew members:

Chandler, John L.	Captain	AO 608 174	Pilot AOB
Coffman, William F.	Captain	17 120 A	Pilot AOB
Lampp, Larry L.	Captain	AO 744 611	Pilot AOB
Oppelt, Alexander L.	Captain	10 788 A	Pilot AOB
Summey, Paul B.	Captain	AO 741 977	Pilot
Christman, Fred J.	1/Lt.	24 524 A	Pilot AOB

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Miscellaneous

One pilot separated from the service and immediately recalled on voluntary indefinite status:

Fellows, Tom T.	Captain	AO 666 025	

Five officers accepted indefinite reserve commissions:

Hogg, Joseph C.	Captain	AO 751 907	Bombardier
Platte, Eldo H.	Captain	AO 733 351	Radar Operator
Morgan, Edward P.	1/Lt.	AO 686 112	Radar Operator
Parker, Charles W.	1/Lt.	AO 788 828	Bombardier
Pongrace, Donald D.	1/Lt.	AO 1 911 508	Navigator

Non-voluntary officer released from the service: (1)

Neal, James B.	Captain	AO 707 435	Bombardier

Released from active duty prior to completion of term of active military service and returned to Reserve Component:

Morgan, David G.	1/Lt.	AO 2 077 045	Bombardier
(2) Wellbeloved, John	Captain	AO 734 875	Navigator

Separated from the service before expiration of term of service, effective 31 August 1953:

Woodring, Charles H.	S/Sgt.	AF 14 355 385	Intel. Ops. Techn.
Bleam, Harry W.	A/2c	AF 14 427 139	Radio Operator
Hernandez, Jose	A/3c	AF 18 354 768	Radio Operator

(1) Morning Report 374 Bomb Squadron, 1 September 1953, effective 31 August 1953.

(2) ibid.

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Separated from the service under provisions of AFR 39-13, Hardship, six airmen:

Greening, John A.	A/1c	AF 16 379 674	Gunner
Lasley, James I.	A/1c	AF 18 383 824	Gunner
Merz, Darrell D.	A/1c	AF 18 382 710	Gunner
Littlefield, Blaine F.	A/2c	AF 11 277 353	Gunner
Morrison, Wayne A.	A/2c	AF 12 376 734	Gunner
Owens, Richard L.	A/2c	AF 15 474 980	Acft. engine mech.

Combat Crew Status

The following personnel were relieved from duty as members of combat crews:

Ott, George J.	Major	12 133 A	Pilot AOB
Livesay, Ross D.	Captain	AO 713 490	Pilot
Neal, James B.	Captain	AO 707 435	Bombardier
Petty, Reginald	Captain	AO 2 088 493	Bombardier
James, Henry L.	1/Lt.	AO 2 089 765	Pilot
Perkins, Edmund C.	T/Sgt.	AF 16 279 295	Flight Engineer
VanCitters, Gerald L.	T/Sgt.	AF 38 537 651	Flight Engineer
Jones, Robert D.	S/Sgt.	AF 17 290 167	Gunner

The following personnel were assigned duty as members of combat crews:

Millsap, Fredrick M.	Major	AO 666 571	Pilot AOB
Marquardt, William C.	Captain	AO 679 563	Bombardier flying as Radar Operator.
Reale, Dante S.	1/Lt.	AO 2 032 027	Bombardier
Eubank, Jack R.	2/Lt.	AO 2 225 321	Navigator
Wallace, James L.	2/Lt.	AO 2 228 278	Pilot

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Promotions

No officers were promoted during August 1953. Nine airmen were promoted:

From temporary T/Sgt to temporary M/Sgt.

Hines, James J. AF 32 322 280 Aircraft Maintenance Supervisor

From permanent A/1c to temporary S/Sgt.

Knuedler, Nelson R. AF 19 233 603 Flight Engineer

Sisney, Clarence D. AF 13 259 331 Sr. Organizational Suppl. Spec.

From permanent A/2c to permanent A/1c

Bracitikos, Angelo AF 15 471 420 Senior Aircraft Mechanic

O'Horo, Thomas M. AF 15 457 688 Senior Career Guidance Specialist

Taylor, Milford AF 14 438 429 Sr. Organizational Suppl. Spec.

From permanent A/3c to permanent A/2c

Coon, Rolland R. AF 12 410 232 Apprentice Aircraft Engine Mech.

Hopson, Norman R. AF 16 378 709 Gunner (working as Ops. Clerk)

Tharrington, Kinwood A. AF 14 455 139 Sr. Acft. Engine Mechanic

Present - - Not for duty. Placed in confinement in the Base Guardhouse charged with misappropriation of government property; awaiting trial:

Gilliam, Roy K. Captain AO 666 025 Bombardier

Absent sick. At Eglin Air Force Base, Florida:

Morris, Robert S. A/2c AF 12 332 781 Radio Operator

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Auth: CO 308th Bomb Wg
SEP 16
Date Init

HISTORY

of

375TH BOMBARDMENT SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 August - 31 August

1953

15

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PHILLIP A. GIBSON
1st Lt., USAF
Historical Officer

COYD V. WAKEMAN
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

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CHRONOLOGY

1 - 15 August

Eleven triple and quadruple rated officers came in from Mather Air Force Base, California. These people were immediately scheduled for basic and advanced survival, physiological training and B-47 transition.

Second Lieutenant Samuel L. Bauman, our long awaited Intelligence Officer, reported on 1 August 1953, a welcome addition to the organization.

Captain Fredrick C. Nichols, Wing Standboard Aircraft Commander, departed for observer course for pilots after having his application returned seven times for various reasons.

Flying schedules and accomplishments dropped sharply as a result of an order preventing flying of crews which had not had a standboard check at this station. We were only scheduled for 119 hours of flying, of which 114 hours were accomplished.

16 - 31 August

Seven of the eleven multiple rated personnel which were assigned during the first half of the month were reassigned during this period and eight others were assigned.

First Lieutenant Kenneth T. Hammond was released from active duty in conjunction with the reduction in force perpetrated by the Congressional cut of Air Force funds.

The Personnel and Administration section completed checking and correcting all personnel records in the squadron.

The close of this period found us deep in planning and scheduling for conversion to B-47 type aircraft. Multiple rated personnel continue to flow into the squadron and consequently single-rated people are

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becoming a rarity. The Engineering section has received numerous jet trained mechanics, and has sent the B-29 trained personnel to the B-47 familiarization course at Amarillo Air Force Base, Texas. We expect to be ready in all respects when the first jet arrives.

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ORGANIZATION

Phasing out of B-29's and preparation for receipt of B-47's remains the primary mission of the squadron. Training which requires completion prior to conversion is rapidly being accomplished.

Grounded gunners have always been a serious problem, but are becoming more and more of a detrimental morale factor in that they realize that they have no goal, nor do they have any prospect of transfer to a base or command which can efficiently utilize them. All efforts to give gunners on-the-job training into other career fields except administrative have been suppressed. With the lack of school quotas and the restrictions to on-the-job training, the only thing gunners can look forward to is remaining in this squadron and wing as a drain on the taxpayer's pocketbook. The fact that the gunners realize the bleakness of their prospects is borne out by the number of applications this squadron is processing for assignment to Indo-China as mercenaries.

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PERSONNEL AND ADMINISTRATION

Strength: For Period 1 August 1953 to 31 August 1953.

	Assigned 31 July	Gains	Losses	Assigned 31 August
Officers	74	29	23	81
Airmen	189	26	17	203

Instead of going down hill to our T/O strength of 57 officers and 106 airmen for a B-47 squadron, we continue to rise in numbers. However, some relief is in sight with the early release program for airmen. At present the squadron stands to lose twenty-three airmen under this program.

One officer was released from active duty in conjunction with the reduction in force of the United States Air Force.

The administrative workload has been slightly increased by the high rate of personnel turnover. During the first week, eleven officers joined the organization, but by the 14th of the month seven of these had already been reassigned, staying in the squadron only long enough to process in and out. Consequently their usefulness to the Air Force was lost during that period.

Our standing in the administrative rating system prompted the Personnel and Administration Section to initiate and complete "Operation Correction" during this period. Every night for two weeks the entire Orderly Room staff reported for additional duty at 1800 hours and accomplished the task of checking and correcting all records in the Orderly Room.

Many of the errors found were caused by unauthorized entries in the morning report which were in turn caused by mistakes made in publication of orders assigning personnel to this organization from the 804th Air Base Group. For example, the squadron received orders assigning WOJG Cox

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with a primary and duty AFSC of 3024, instead of the primary AFSC of 30100 which he should have.

Another common difficulty was the receipt of triple or quadruple rated personnel from Mather Air Force Base, California who still held single rated AFSC's. The multiple rating AFSC should have been awarded at Mather Air Force Base, sut since they were not, Personnel Actions Memorandums action and morning report corrections were necessary on all personnel assigned from Mather Air Force Base. This put an excessive amount of work on all classification personnel in the Wing.

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OPERATIONS AND TRAINING

Flying activity was greatly curtailed by the issuance of an order which prevents any crew from flying which has not been given a standardization check. Since the Wing Standboard Crew is without an Aircraft Commander, no more squadron crews can be given flight checks.

This order gave us the use of only three crews; Major Wakeman's, Captain Robbins' and Captain Wright's. With Captain Robbins departure expected in the near future to B-47 transition this will reduce us to two crews.

To complicate matters further the squadron received word that all pilots must have a proportionate amount of Air Force Regulation 60-2 requirements accomplished prior to departure from this station.

Almost all of our pilots are scheduled to go to transition very shortly and few of them have their requirements fulfilled.

The moving of operations from T-1270 to T-1251 was highly significant in that it gave us for the first time, sufficient space to allocate each section; Training, Intelligence, etc., private rooms in which to work.

The influx of triple and quadruple rated personnel has been heavy, and the training section has been kept busy with the scheduling of these people, as well as personnel already assigned for such things as basic and advanced survival and physiological training at MacDill Air Force Base, Florida. However, it seems that just as we have a man complete the training, he is shortly thereafter reassigned.

Further adding to the existing confusion, four officers reported into this squadron from Mather Air Force Base, California, some 3,000 miles away, only to be sent back to there for training in high speed navigation and the "K" system. This appears highly expensive, in view of the useless

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travel performed between Georgia and California when they could have accomplished the training without a government paid tour of the country. This is saying nothing of the hardship placed on the families of the men involved.

One hundred and seventeen of the scheduled one hundred and twenty-six hours were accomplished this month with a total of five air aborts and no ground aborts.

Captain Michaelis, Captain Stockton and Major Clements have already reported to Wichita Air Force Base, Kansas for B-47 transition. Captain Boyd has been assigned duty as the operations officer.

The problem of obtaining flying time for low-time pilots is becoming more and more acute. Some of the recent pilot training graduates stand to lose flying pay if this situation is not rectified in the near future. The level of proficiency of these people continues to drop since they are being allowed to fly only a minimum of time they can fly and still collect flight pay.

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MAINTENANCE

The non-availability of flight crews has resulted in slowing maintenance to a virtual standstill. The section is accomplishing only calendar inspections.

During this slack period, we are endeavoring to prepare all equipment for mobility, including procurement of packing crates, marking and labeling of them. We hope to have all equipment in a state of readiness for mobility when we convert to B-47 and go under the B-47 TO & E.

Most of our B-29 trained personnel are either being reassigned to the 308th Air Refueling Squadron or are attending B-47 familiarization training at Amarillo Air Force Base, Texas. The personnel remaining are either grounded gunners who cannot be retrained for various reasons, or people who have already completed B-47 familiarization.

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SUPPLY

Supply is upholding its reputation of being able to move and continue operation. After having accomplished its move from the dock area to T-1246 last month, the section moved to T-1248 this month. At the same time we were in the process of requisitioning UEE property and Base Support Equipment, reaccomplishing all expendable record cards and fighting the battle of transportation.

Acquiring a vehicle has become a problem in itself and is complicated by the time limit placed on the section for vehicle being used. In many instances we are unable to obtain transportation for a period longer than twenty minutes, which is insufficient time to complete all deliveries to sections and Base Supply Service Units.

The Personal Equipment section is in the process of recalling all flying equipment which will not be used when we convert to B-47's. The only equipment left on hand receipts is that which will be used up until all B-29's have left the station or are no longer flying.

Already on hand we have about 40% of the equipment required for use with the B-47, and the other 60% is on requisition.

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5. 375th Bombardment Squadron M Special Orders
6. 375th Bombardment Squadron M Operations Flight Records
7. 375th Bombardment Squadron M Training Charts

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KEY PERSONNEL

The following personnel occupied key positions of the squadron during the month of August 1953.

COMMANDER:

Major Coyd V. Wakeman

OPERATIONS OFFICER:

Major Clements, Ross L.

Captain Roland E. Sabourin

Captain Glen W. Stockton

Captain Robert R. Boyd

MAINTENANCE OFFICER:

Major Douglas R. Smith

ADJUTANT:

1st Lt Phillip A. Gibson

SUPPLY OFFICER:

1st Lt John L. Kalish

FIRST SERGEANT:

T/Sgt Benjamin M. Royster Jr.

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HISTORY

OF

308TH AIR REFUELING SQUADRON M

308TH BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 August 1953 - 31 August 1953

CHARLES P. O'BRIEN
Captain, USAF
Historical Officer

AUBREY E. HEWATT
Major, USAF
Commander

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SECOND AIR FORCE

STRATEGIC AIR COMMAND

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Prepared by S/Sgt Joseph F. Clark

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CHRONOLOGY

Lieutenant Colonel Perry P. Menzies, A0399743, Commander, and Major Orin W. Erickson, 12722A, Operations Officer, departed this station 6 August 1953 to attend C-97 transition school at NTTU, West Palm Beach, Florida. On this date Major Aubrey E. Hewatt, 14470A, assumed command of the Squadron and Major Ralph M. Burri, A0726856, assumed the duties of Operations Officer.

On 14 August 1953, Captain Warren J. Korinek, A02[illegible]7792, was assigned as Boom Operator Training Officer and First Lieutenant Everett L. Clevenger, A0710964, was assigned as Ground Training Officer, First Lieutenant James A. Nelson, A0764148, was assigned as Personal Equipment Officer and Second Lieutenant George W. Scott, A022501[illegible], as Aircraft Maintenance Officer. First Lieutenant Elijah C. Hall, A02[illegible]27, was assigned as Squadron Evacuation Officer.

Because the squadron is in an early stage of activation it is confronted by several major problems during this period. These problems include inadequate barracks facilities for the airmen and inadequate floor and storage space for the Supply and Maintenance Sections. However, these problems are in the process of being solved and no foreseeable obstacles stand in the way of their solution.

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ORGANIZATION

The Commander of the 306th Air Refueling Squadron, Lieutenant Colonel Perry P. Menzies, departed 6 August 1953, for C-97 school at West Palm Beach, Florida, and during his absence Major Aubrey E. Hewatt has assumed the functions of Squadron Commander. Major Ralph M. Tuuri has assumed the duties of Operations Officer in the absence of Major Orin H. Erickson who is also attending C-97 school at West Palm Beach, Florida. Other changes in the Squadron Officers include the additions of Captain Warren J. Korinek as Boom Operator Training Officer, First Lieutenant Everett L. Clevenger as Ground Training Officer, First Lieutenant James A. Nelson as Personal Equipment Officer, First Lieutenant Elijah C. Hall as Squadron Evacuation Officer and Second Lieutenant George W. Scott as Aircraft Maintenance Officer.

The Squadron presently has three (3) complete KC-97 crews present for duty and ready for flying training; the addition of one (1)navigator will complete a fourth crew. Nine (9) other crews are presently attending C-97 school at West Palm Beach, Florida.

PERSONNEL AND ADMINISTRATION

As of 31 August 1953, the 306th Air Refueling Squadron had thirty seven (37) officers and one hundred nine (109) airmen assigned. Eighteen (18) officers and thirty five (35) airmen are presently TDY at West Palm Beach, Florida attending C-97 school and two (2)flight engineers are TDY at Chanute Air Force Base, Illinois attending Engine Analyzer School.

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Barracks facilities improved somewhat when the squadron was assigned the upper floor of building T-602, but more barracks space is badly needed.

Master Sergeant Joe E. Crook, AF38232305, was assigned as First Sergeant on 1 August 1953. Two other airmen have been assigned to the orderly room staff as clerks.

OPERATIONS

Major Ralph M. Tauri has assumed the duties of Operations Officer in the absence of Major Orin M. Ericksen who is attending C-97 school at West Palm Beach, Florida. Major Tauri in continuing work on organizing the section.

Revisions for the Pilots Handbooks arrived this month and the Radio Operators were assigned the job of entering the revisions. Necessary charts and forms and their supplements as required by SAC Regulation 50-32 have been made and mimeographed.

With the assignment of three (3) navigators and four (4) flight engineers the Squadron has three (3) KC-97 crews ready for flying training. Plans for the KC-97 flying program are now being formulated. The squadron's first KC-97 (#51-24B) arrived at this station on 29 August 1953 and was turned over to the Maintenance section.

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PERSONAL EQUIPMENT

First Lieutenant James A. Nelson was assigned as Personal Equipment Officer on 14 August 1953 and immediately started work on completing the organization of the section. At the present time the personal Equipment Section has been issued approximately 49% of the items authorized.

The section is housed, on a temporary basis, in the front portion of the old theatre, building number T-1286, with the office and storage of clothing in the projection room. Parachutes and survival equipment are stored in the theatre auditorium. The section has enough equipment to start operation with the arrival of the Squadron's first KC-97.

SUPPLY

During the month of August the Supply Section continued receiving T/O&E and Plant Account Property on AFSC. The AFSC shipments to date are approximately 85% complete.

Two (2) new airmen were assigned to the Supply Section during the month, bringing the total airmen present for duty to six (6), including one (1) special duty from D/M.

Personal Equipment became a seperate unit under First Lieutenant James A. Nelson, but is still housed within the same building (T-1286). Supply bins were received this month for both Supply and Personal Equipment and some are still coming in for Personal Equipment. The tool crib is being set up and upon completion will be issued to the Engineering Section. Tool Kits have been issued to seventeen (17) airmen in the Maintenance Section.

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GROUND TRAINING

First Lieutenant Everett L. Clevenger was assigned as Squadron Ground Training Officer on 14 August 1953. He immediately set up a training program to fill the quotas set up by the 306th Bombardment Wing M.

Fifteen (15) crew members completed the basic survival training during the month of August and the four (4) radio operators assigned for duty passed the monthly code check. All personnel present for duty attended Phase #1 security training and sixteen (16) crewmen attended ECM movies and a two hour movie on ABC Defense.

BOOM OPERATOR TRAINING

Captain Warren J. Korinek was assigned as Boom Operator Training Officer on 14 August 1953. Four (4) Airmen were assigned to the section and they immediately started the organization of a training program. Captain Korinek and two (2) airmen visited the 305th Air Refueling Squadron at MacDill Air Force Base, Florida and were able to gather valuable information regarding problems which will be encountered in the operation of the section.

Several training manuals and training aids have been obtained. A course outline has been written with allocated hours of instruction and necessary preparations are being made prior to starting course.

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MAINTENANCE

Second Lieutenant George W. Scott was assigned as Aircraft Maintenance Officer on 1 August 1953 and started the organization of the section. On 15 August 1953, the section moved to the flight line and established a Maintenance Office in Maintenance Stand Number 22. During August thirty five (35) airmen were assigned to the section.

A stock room was established in Maintenance Stand Number 21 and the fifteen day expendable stock was ordered. Twenty (20) B-5 Maintenance Stands were received and assembled.

The Squadron's first KC-97 arrived on 29 August 1953 and a 200 check was completed.

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KEY PERSONNEL

COMMANDER. . . . . Major Aubrey E. Hewett

ADJUTANT . . . . . Captain Charles P. O'Brien

OPERATIONS OFFICER . . . . . Major Ralph W. Dawd

BOOM OPERATOR TRAINING OFFICER . . . . Captain Warren J. Korinek

GROUND TRAINING OFFICER. . . . . 1st Lt. Everett I. Clevenger

PERSONAL EQUIPMENT OFFICER. . . . . 1st Lt. James A. Nelson

SUPPLY OFFICER . . . . . 1st Lt. Richard D. Morse

MAINTENANCE OFFICER. . . . . 2d Lt. George M. Scott

EVACUATION OFFICER . . . . . 1st Lt. Elijah C. Wall

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308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3AEMS 15 September 1953

SUBJECT: Transmittal of Monthly Historical Report

TO: Commander
308th Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

Transmitted herewith is Monthly Historical Report for the month of August 1953.

FOR THE COMMANDER:

William C Colwin

WILLIAM C. COLWIN
1st Lt, USAF
Adjutant

1 Incl
Monthly Historical Report

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 August - 31 August

1953

Jesse L. McNeill
JESSE L. McNEILL
Major, USAF
Commander

William C Colvin
WILLIAM C. COLVIN
1st Lt, USAF
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/2C James C. Price

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Chapter III. Maintenance

Chapter IV. Supply

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CHRONOLOGY

1. Administration Standing for quarter ending 31 July 1953
   308th A&E Squadron - First Place.

2. A roster of all personnel was prepared showing their duty section.

3. Promotions were received the 10th of August.

4. The first shipment of B-47 material was received the 16th of August.

5. First Lieutenant Val G. Bennett was discharged from active duty on the 27th of August 1953.

6. All personnel were paid on the 31th of August 1953.

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ORGANIZATION

The following is a list of key personnel of this organization.

Lt. Colonel Vernon K. Cammack	Squadron Commander
Captain Homer D. White	Adjutant
Major Jesse L. McNeill	Maintenance Supervisor
Captain Charles T. Foster	Electronics Officer
Captain William W. MacConnell	Supply Officer

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PERSONNEL AND ADMINISTRATION

The 308th Armament and Electronics Maintenance Squadron's turnover of personnel for the month resulted in a two man loss. One in the officer's rank and one in the enlisted ranks.

Assigned strength as of 1 August 1953 was 10 officers and 200 enlisted personnel. The assigned strength as of the 31st of August was 9 officers and 199 enlisted personnel.

The loss of officer personnel was due to the release of our adjutant, First Lieutenant Val G. Bennett. Lt. Bennett was released from active military service upon the completion of his tour and returned to reserve status on 27 August 1953.

During the month, Captain Sherman returned to this organization after completing "Aircraft Maintenance Management Course", at Chanute Air Force Base, Illinois. The following named officers were sent to K-series school; Major Dale L. Samuelson, Major Eugene A. Sway, and Captain Wesley B. Folk. Lt. Colonel Cammack is attending B-47 Transition Training at Pinecastle Air Force Base, Florida.

The airmen's turnover showed a loss of one man over the previous month. During the month, 14 airmen were lost through PCS assignments and discharges. This organization had 13 airmen assigned during the month.

Eight men were sent to formal schools, five had their primary AFSCs changed due to upgrading career fields. Eleven airmen had duty AFSCs changed due to upgrading and duty changes.

One man was AWOL during the month and was later confined to the base guard house awaiting trial.

Promotions for the month boosted the morale of the squadron. The

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Armament and Electronics Maintenance Squadron gained the following promotions: A/1C to S/Sgt - 2, A/2C to A/1C - 4, A/3C to A/2C - 2, A/B to A/3C - 1.

A roster of personnel by duty sections was compiled during the first week of the month. This roster enables each section to have a current listing of personnel and their respective duty stations.

The squadron clothing "Showdown" inspection scheduled for the 29th of August has been changed to 3 October 1953. Change in schedule is made so that unnecessary handling of clothing will be eliminated.

The corrective action concerning the monthly inspection report of July was completed and returned to Wing Headquarters during the second week of the month.

A Sample Survey was conducted the last week of the month with the as of date 31 August 1953. This 5 - 10% sample survey reduces 100 percent field reporting workloads and provides important management and planning information for various levels of command. The survey of Air Force Military Personnel was conducted in compliance with the authorized regulations. This quarter annual Sample Survey pertained to personnel having AFSN digits applicable which were predetermined by higher headquarters.

In the Administrative Rating of the 308th Bombardment Wing (M) for the quarter ending 31 July 1953, the 308th Armament and Electronics Maintenance Squadron was rated in the number one spot.

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MAINTENANCE

MAINTENANCE SUPERVISION:

During the month of August, extensive changes were made in the A & E Maintenance Section.

A Table of Organization Chart was drawn up and posted in the Maintenance Supervisor's office.

Two Maintenance Officers departed this station TDY for a period of six weeks to Lowry Air Force Base, Colorado, for schooling in the K-Systems.

Captain Folk, who was Field Maintenance Officer, left this organization 31 August 1953 for separation. At present no officer is assigned to the Field Maintenance Branch.

Improvements were made in the Security Program in this squadron. Scheduling of guards is being accomplished by the NCOIC of Flight Line. Additional guards were assigned to the rear entrance of Hanger 1206.

The NCOIC of both Flight Line Maintenance and Field Maintenance visited MacDill Air Force Base, Florida for a period of three days. The purpose of the visit was to obtain information on various problems concerning the conversion of this organization and become familiar with test equipment and the amount of space needed for test benches. Many important facts were brought to our attention by this visit.

Seven airmen who performed maintenance in Central Fire Control departed this organization to Lowry Air Force Base, Colorado PCS for a course in Radar Gun-laying. T/Sgt Kirsch was one of the airmen who left for this school. T/Sgt Kirsch was selected, by the squadron, as the Outstanding Airman for the past six months.

Three airmen, who left this organiz tion last March to attend a

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course in K-Systems, returned for duty and assignment. These airmen were assigned to Maintenance Supervision, Field Maintenance, and Flight Line Maintenance respectively, to assist in construction of mock-ups or any other work involved in the Bomb Navigation Section.

Six airmen departed this station to Denver, Colorado for a course in K-System Series of Bomb Navigation equipment.

Plans are being drawn up for the relocation of Flight Line and Field Maintenance Branches, and also the location of various mock-ups and supply operations.

During the absence of the Maintenance Supervisor, Major McNeill was assigned the task of Maintenance Supervisor.

Two classes were started on Navigational Equipment for maintenance equipment on the KC-97. Classes are being conducted by the Technical Representatives assigned to this squadron.

PRODUCTION CONTROL:

During the month of August the Unit Control Branch issued work orders to the Flight Line and Field Maintenance Branches without incident.

Personnel changes were the loss of S/Sgt Burgdorf, who was re-assigned PCS to Korea. T/Sgt Hilton and A/1C Russell were transferred in to bring the strength back up to five.

During the month supervisory personnel from the 15th Air Force visited the section and gave us some ideas as to the problems to be met with B-47 type aircraft. This information will be valuable during the conversion period.

FIELD MAINTENANCE SECTION:

This section was informed that a radio was to be installed in the Wing Commander's vehicle. To date no work order has been issued nor

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equipment made available. It is suggested that this project be cancelled as the set, AN/ARC-13, will not be used in our new type aircraft. Also all the present truck installations will be inadequate for transmission and reception, and provision must be made for this change. To eliminate last minute changes it would be ideal if replacement equipment could be made available in the near future, as work loads are presently very light. If these changes were accomplished before the arrival of the new type aircraft, maintenance facilities would be improved considerably.

Due to the great decrease in work load, one AN/APQ-13 and all ECM mock-ups have been dismantled and turned in to Tech Supply.

The floor plan for the new Field Branch has been drawn. One mock-up (AN/ARN-6) has been constructed. The new type mobility kits are approximately 10% complete. Parts are being ordered and the old mobility kits dismantled in preparation for remodeling.

FLIGHT LINE MAINTENANCE:

A shift of personnel was necessary during the month of August, because of the conversion to the new type aircraft. This brought about many and varied difficulties which were overcome by excellent NCO Supervision.

The Flight Line Branch continued performing routine maintenance. However, work loads for the month were greatly reduced over last month due to the decrease in number of missions. Only Pilot proficiency and Training flights were made during August.

Whole-hearted assistance was given the transfer of B-29 type aircraft to the Training Command and the other organizations receiving them.

All Flight Line Sections pulled and acceptance and 263 check on the KC-97 aircraft that arrived the latter part of the month.

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Technical Representatives are now holding classes to familarize maintenance personnel with the new equipment that always comes with new aircraft. A great quantity of time and effort is being given to furthering this all important function.

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SUPPLY

During the early part of the month, our semi annual inventory of all tool boxes in possession of airmen was taken.

Shipping documents for the initial B-47 project conversion were received. These vouchers were incomplete due to the fact that class 16 was not received. In addition we received a partial shipment of special equipment for KC-97.

A gread deal of thought and planning has gone into the question of space assignment for the conversion. Supply has received its space assignment.

With the consent of Wing Director of Material, all excess mock-ups, peculiar to B-29, is being turned in.

The Supply Section is experiencing considerable difficulty because the ECL 00-20-24 does not differentiate between KC-97 and B-47 as to equipment and material needed for accomplishment of assigned mission.

A meeting was held in the 308th Bomb Wing Director of Material office and this organization received UAL changes that the 305th Bomb Wing at MacDill Air Force Base found to be necessary for the assigned mission.

Captain MacConnell hand carried requisitions to WRAMA for A-5 Fire Control and Radar Maintenance mock-up.

On the 16th of this month the first shipment of B-47 material was Received.

Procedure for processing shortages or initial B-47 conversion has been set up. Base Supply officers agreed to the procedure.

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HISTORY

of

303RD PERIODIC MAINTENANCE SQUADRON

303RD BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 August-31 August

1953

Neil R. Humphrey

NEIL R. HUMPHREY
1st Lt, USAF
Adjutant

Charles E. Keenan

CHARLES E. KEENAN
Major, USAF
Commander

FOURTEENTH AIR DIVISION
SECOND AIR FORCE
STRATEGIC AIR COMMAND

Prepared by 1st Lt. Neil R. Humphrey

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CHRONOLOGY

15 August 1953 - Character Guidance

22 August 1953 - 20 Men qualified with carbines

ORGANIZATION & ADMINISTRATION

Due to the impending conversion to F-47's and KC-97's, which is about to take place this squadron has had many of its maintenance personnel TDY to MacDill Air Force Base and West Palm Beach International Airport for the purposes of training on KC-97 aircraft.

Major Keenan, squadron C.O., has been to MacDill Air Force Base twice this month to go in the altitude chamber. Due to his ears being plugged up he has not been allowed to enter the altitude chamber. As he is scheduled for F-47 transition in the near future it is hoped that he will be able to attend and successfully complete his next try at the altitude chamber.

PERSONNEL

During the month of August we had thirty-six (36) men transferred into the squadron and seven men transferred to other organizations.

The gains for the month of August are as follows:

Eleven (11) 32351F	Three (3) 32351F
Seven (7) 43151B	Two (2) 43154B
Eight (8) 43151J	One (1) 47155
Two (2) 43170	One (1) 43152B
One (1) 60350	

The losses for August are as follows:

One (1) 12310	One (1) 32351F	One (1) 70430
One (1) 70250	Two (2) 32430	One (1) 43170

There was one (1) 43152B who was dropped as a deserter.

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MAINTENANCE

The maintenance section was scheduled with eight (8) aircraft during the month of August. Seven (7) aircraft were returned to their respective squadrons.

Eleven (11) men from the maintenance section, departed TDY for the KC-97 and B-47 schools.

The PDI Forms, for both the KC-97's and B-47's have arrived and have been sorted according to types of inspections. The new T.O.'s for the KC-97's and B-47's also were received this month and they have been filed.

The aircraft returned to their squadron are as follows:

a. Returned to the 375rd Bomb Squadron

1. 120 was received 1 Aug and returned 7 Aug after a 200 hr inspection.

2. 636 was received 23 Aug and is awaiting test hop before being returned.

3. 178 was received 23 July and returned 5 Aug after a 400 hr inspection.

b. Returned to 374th Bomb Squadron

1. 019 was received 12 Aug and returned 23 Aug after a 300 hr inspection.

2. 881 was received 20 Aug and returned 23 Aug after a 300 hr inspection.

3. 950 was received 23 Aug

c. Returned to the 375th Bomb Squadron

1. 856 was received 7 Aug and returned the 20 Aug after a 500 hr inspection.

2. 763 was received 17 Aug.

SUPPLY

During the month of August we have been busy ordering the equipment necessary for KC-97's and B-47's. As of the end of August we have received approximately 75% of KC-97 equipment required and approximately 50% of the B-47 equipment required.

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SUPPLY (Cont'd)

Tool kits and tool chests have been made ready for issue to mechanics as needed.

TRAINING

There was a slight improvement in training during the month of August. In ABC defense training we had an increase of from 73% to 90%. Twenty (20) men fired the carbine which gives us 95% qualification in basic weapons. Two (2) men qualified as experts with the carbine. There was 100% attendance at flying safety and character guidance meetings.

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5. Individual Personnel Records
6. 303th Periodic Maintenance Squadron Personnel Action Memorandums

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PERSONNEL

The following personnel occupied key positions during the period from 1 August thru 31 August 1955.

COMMANDER:

- Major Charles E. Keenon, AO731469

SQUADRON ADJUTANT:

- 1st Lt. Neil R. Humphrey, AO2222385

[illegible] OFFICER:

- 1st Lt. Joseph W. Enders, AO1930889

SUPPLY OFFICER:

- 1st Lt. Frank O. Boland Jr., [illegible]

FIRST SGT:

- T/Sgt James R. Crutchfield Jr., AF6[illegible]

LINE CHIEF:

- T/Sgt Vernon C. Miller, AF[illegible]

SUPPLY SGT:

- S/Sgt Douglas R. Wilson, AF14250943

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HISTORY

OF

308TH FIELD MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 August - 31 August

1953

Martin G. Kohler

MARTIN G. KOHLER
1st Lt, USAF
Historical Officer

Ralph H. Schneck

RALPH H. SCHNECK
Lt Col, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by Staff Sergeant James M. Thompson

SECURITY INFORMATION

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MONTHLY ACTIVITIES REPORT

The activities of the 308th Field Maintenance Squadron for the month of August 1953 covering the progress, handicaps, morale, historical events and other activities, by sections, were as follows:

PERSONNEL AND ADMINISTRATION

The administrative workload for the squadron steadily increased due to the large number of airmen school quotas filled, gains from school; other commands and overseas commitments.

In the month of August this squadron started detailing airmen TDY for KC-97 and B-47 aircraft training. Fifteen (15) airmen were detailed to MTD school at MacDill AFB, Florida, four (4) were detailed to West Palm Beach for KC-97 Maintenance. Two (2) were detailed to Chanute to attend Sperry and Bendix Engine Analyzer Operator and Maintenance Courses.

The processing of the airmen for temporary movement was completed without any problems other than the scheduling of the airmen for military aircraft.

During August Nine (9) airmen were gained from overseas units. Two airmen were reassigned to Parks AFB, California, for overseas shipment. Seven airmen were gained from units on the base. Two airmen were separated, one my normal ETS and the other UP of AFR 39-13 (Hardship discharge). One airmen was lost to 68th Bombardment Wing, Lake Charles AFB, La., and one to Headquarters Squadron, 308th Bombardment Wing.

Of the three officer losses during August one was reassigned

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to 4th Air Division, Barksdale AFB, La., one to the 804th Air Base Group and the other to Ellington AFB, Texas.

During August eleven (11) airmen were promoted to temporary ranks as follows: One (1) to T/Sgt, one (1) to S/Sgt, five (5) to A/1C, three (3) to A/2C and one (1) to A/3C.

Ground Training Records of the Squadron on 31 August revealed that 92% of all personnel had been indoctrinated in ABC Defense Annex II Training; 97% of all personnel had completed small arms training; 100% of all personnel had taken and successfully completed the Phase I Security Examination.

As of 31 August there were eight (8) officers assigned, 5 present for duty and three (3) TDY. There were 276 airmen assigned, 241 present for duty, one (1) absent sick, thirteen (13) on leave and twenty-one (21) TDY.

First Lieutenant Martin G. Koehler replaced Capt Nickerson as adjutant.

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MAINTENANCE

SUPERVISION

Maintenance training was evaluated at great length, schedules arranged and personnel dispatched to schools both formal military and factory. This was in preparation for the conversion program.

Materiel Control processed 282 reparable items of which 53 were found serviceable and 124 were repaired at this station by Field Maintenance Shops and 105 items were dispatched to the Depot for major repair.

Pre-issue levels and Bench Stocks for the new program were submitted, approved and necessary supply action has been taken.

Supervision section supervised normal flying commitments with no major difficulties encountered.

Coordination and cooperation has improved greatly this month and morale has been very satisfactory.

AERO REPAIR

Approximately eighty-one(81) airmen were assigned to this branch during the month of August. Of this total, approximately 20 were on TDY to various schools. Personnel loaned out to other shops in the squadron average five (5) daily.

A total of 359 SJR's were processed during the month, plus Form 48's and inter-shop work orders completed.

The Boom Shop was activated on the 21st of August. Seven Airmen were assigned to the section. At the present time it is located in Building #1262, next to the Hydraulic Shop.

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Bench stock supplies and equipment for the shops in general are very slow coming in. Supply difficulty letters for equipment are constantly being submitted to Technical Supply for follow-up action thru Base Supply.

Considering the shortage of drivers existing in the Motor Vehicle Squadron, the transportation service for specialists is considered fair. At time specialists have had to wait as much as 25 minutes for transportation, due to lack of drivers.

Coordination, cooperation and morale was good during the month.

POWER PLANT BRANCH

During the month of August the Unit Change Section of this Branch replaced eight (8) engines, fifteen (15) turbo superchargers, two (2) master controls, one (1) engine cylinder and six (6) fuel injection pumps. Engine conditioning completed twelve (12) SJR's.

This Branch has already received part of the special tools and five (5) Boeing Stands for the C-97 type aircraft, our only supply difficulty was the non-availability of turbo superchargers for 3350 type engines during August.

The coordination and cooperation between this Branch and other Branches of Field Maintenance is excellent. Morale of the Branch is excellent.

Due to the distance between the shops and the dining halls we feel that men should be allowed one hour and fifteen minutes for eating the noon meal. Airmen from this Branch report that it takes from fifteen to twenty minutes standing in line before getting into the dining hall.

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FABRICATION

The authorized strength of the branch was one (1) officer and 78 airmen. The average assigned strength during the month ending 31 August was one (1) officer and 81 airmen. Average available strength has been one (1) officer and 55 airmen. About 10% airmen assigned are on leave TDY or processing for discharge.

One (1) NCO is assigned as a supply expediter to effect close liaison between 2d Field Maintenance Supply and 308th Field Maintenance Materiel Control Section.

All bench stock are controlled by the 2d Field Maintenance Squadron. This bench level can be increased or decreased as conditions warrant.

The tool crib has been expanded to include taps and dies and other class 17B tools which were badly needed. Work is in progress on seven (7) engine stands and a turbo jack.

Each Section has been able to give compensatory time off for night work and week-end standby's which has helped the morale of the men.

SUPPLY

On the 4th of August a representative from SAC & Second Air Force were here with a pre-prepared requisition for all equipment needed for conversion to B-47 and KC-97 type aircraft. The supply section processed this requisition and deleted those items already on hand or on requisition and returned it to the 308th Wing Director of Materiel. The Wing Supply Officer took the requisitions directly to the depots concerned after Base Supply had processed the requisitions and on/or about 20 August almost without exception we have

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received at least one large shipment and somtimes three or four shipments each day on this property. In fact the property is coming in so fast that we are having a difficult time finding a place to store it. If the present trend continues by the time the organization is ready to convert to B-47's we should be about 90% complete on equipment and tools.

The supply completed a thorough physical inventory of both plant account and UPTAL Property during the month of August and with few exceptions all property has been accounted for.

All requisitions for Base Support type items have been submitted for the B-47 program and UAL Change Request for the additional property are in the process of being prepared.

For the first time for many months all TO&E slots have been filled inthis section and the amount and quality of work being turned out has increased very satisfactorily.

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The following personnel occupied key positions of the squadron during the month of August 1953:

COMMANDER

Lieutenant Colonel Ralph H. Schneck

ADJUTANT

First Lieutenant Martin G. Koehler

SUPPLY OFFICER

Captain Ira M. James

MAINTENANCE SUPERVISOR

Major James O. Hixon

FABRICATION SECTION

WOJG Oliver Church

AIR FRAME SECTION

CWO Henry L. Gagne

POWER PLANT SECTION

WOJG Luther A. Boone

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HEADQUARTERS
308TH MEDICAL GROUP
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

HISTORICAL REPORT FOR THE MONTH OF

AUGUST 1953

Prepared by

JAMES H. HOLLAND
1st Lt., USAF(MSC)

APPROVED: _____
DONALD M. KENNETT
Major, USAF(MC)
Commanding

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HISTORY OF
308TH MEDICAL GROUP
HUNTER A IR FORCE BASE
SAVANNAH, GEORGIA

1 TO 31 AUGUST 1953

1. MISSION

a. Primary. The primary mission of the 308th Medical Group is to provide and operate such medical facilities as may be required to maintain the greatest effective manpower potential of the 308th Bombardment Wing assigned strength in order to insure the accomplishment of the assigned mission.

b. Secondary. To assist the 2d Medical Group in providing total Medical Service to personnel assigned to Hunter Air Force Base, Georgia by operating a fixed USAF Hospital facility.

2. ORGANIZATION

a. The 308th Medical Group is organized under Table of Organization No. 1-9022, Department of the Air Force, dated 1 January 1952, with personnel strength of one times Part II AB, four times Part II AD, one times Part II AE and one times Part II AF for total strength of 27 officers and 98 airmen. Officer strength is broken down as follows:

Medical Corps - Nine

Dental - Three

Medical Service Corps - Four

AF Nurse Corps - Ten

Veterinary Corps - One

b. The Medical Group is a complete organization designed to

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provide tactical medical support for the Wing or squadrons at any place such units are operating, as well as medical support at home bases for combat units, support units and related personnel.

(1) The controlling unit of the Tactical Medical Support Element is the Wing Surgeon's Unit of the Tactical Medical Support Headquarters. This Unit consists of the Wing Surgeon and three medical airmen and will accompany the Wing Headquarters to provide staff assistance and medical support to the Wing echelon.

(2) The basic medical support unit capable of providing primary medical service to a deployed squadron or equivalent unit is the Tactical Medical Support Element. The normal composition of this unit is one Flight Surgeon and three medical airmen. This element will accompany the squadron or equivalent unit to provide:

(a) Preventive medicine directed toward curtaining unit personnel losses;

(b) Aviation medicine directed toward the enhancement of operational efficiency of both personnel and equipment;

(c) Clinical medicine directed toward the primary treatment and disposition of casualties, including the prompt screening and evacuation of incapacitated personnel.

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(3) The Tactical Support Hospital consists of three officers, fifteen airmen and equipment for the "Infirmary, Medical (36 bed) Air Transportable". The personnel are the minimum required for operation of the facilities provided in all phases of wing tactical medical support operations. Whenever the workload of this unit is beyond the capacities of this minimum requirement, immediate personnel of the Squadron Tactical Medical Support Element or, if necessary, by development of required personnel from the 100 bed hospital element at the medical group's home base. Personnel and equipment of the Tactical Support Hospital must never be considered as a complete complement of a Wing definitive support unit. The personnel complement is composed of the key medical personnel of a 100 bed hospital and as such, when deployed, is the advanced echelon of the hospital facility. When the Tactical Support Hospital Element is supporting a Wing movement consisting of Wing Headquarters and three Tactical Squadrons, the combined medical facility will total:

(a) Officers:

1 - Commander (Wing Surgeon)

1 - Adjutant

1 - Flight Surgeon

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1 - Surgeon

1 - Dental Officer

Total 7 Officers

(b) Airmen - 27

(4) The basic organization of the Medical Group at the home station is the 100 bed hospital. When all units of the Wings are at the home station, personnel of the Tactical Medical Support Headquarters, Squadron Tactical Medical Support Elements and Tactical Support Hospital Element, are combined with this unit to operate the fixed medical facility.

3. PERSONNEL

a. Military strength at the end of the reporting period was 16 officers and 129 airmen. Fifteen officers were present for duty and one on leave. Of the airmen personnel, 118 were present for duty, nine were on leave and two on temporary duty. The following changes in officer personnel were effected during the month:

(1) 1st Lt Regina M. Schafer, USAF(AFNC), reassigned to 1735th Air Transport Squadron (Air Evac), Brookley Air Force Base, Alabama, effective 4 August 1953.

(2) Captain Raymond J. Doro, USAF(DC) releived from active duty on 6 August 1953.

(3) 2d Lt Edward W. Garris, Jr., USAF(MSC) returned to duty from temporary duty at Gunter Air Force Base, Alabama on 10 August 1953.

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(4) The following named officers, USAF(AFNC) were promoted to the grade of 1st Lt with date of rank 14 August 1953:

2d Lt Jacquelyn J. Brunson

2d Lt Ann M. Cichetti

(5) Captain Staisie Bembnowski, USAF(AFNC) releived from active duty on 29 August 1953.

b. At the end of August 1953 the unit had a shortage of 11 officers. These shortages exist in the medical, dental and nurse fields. Within the next month the shortages of one dental officer and two nurses can be resolved by reassignment of officers from the 2d Medical Group on this base. The shortage of medical officers is still acute and at present replacements cannot be gained from local reqources. The unit has an overage of 20 airmen but this overage will be reduced next month by losses under the early release policy.

c. At the present time this unit has no civilian personnel assigned.

4. OPERATIONS

a. During the month, operations of the unit were centered around the operation of the fixed medical facility, Hunter Air Force Base, Savannah, Georgia. The USAF Hospital, at this base, is operating 125 active beds and affords inpatient and outpatient treatment facilities for base military personnel assigned to the 804th Air Base Group,

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2d Bombardment Wing (M), 308th Bombardment Wing (M), and other specialized units. Full medical care is afforded dependents of base military personnel and locally resident dependents of other military personnel. At present six hospital wards are in operation. Three of these wards are for medical and surgical military patients; one ward for convalescent military patients; one ward for medical and surgical dependent patients and one obstetrical ward. At the end of the reporting period, 64 of the operating beds were occupied, 46 of which were military patients and 18 were dependent patients. During August 1953 the obstetrical service handled 53 deliveries. The outpatient service completed 427 complete physical examinations, 4959 immunizations of various types, and rendered 8014 treatments on the dispensary and clinical services to military personnel and their dependents. Sick call for the tactical squadrons was held on the flight line during the month. This manner of handling sick call for flying personnel results in a saving of time lost on being screened and treated. The dental service accomplished 10,758 treatments of all types during the reporting period.

5. TRAINING

a. The military or ground training of the unit is being carried out under the provisions of SAC Regulation 50-6 and SAC Regulation 50-8, Supplement II, Individual Military Training. Technical training in individual specialties is carried out in the practical phase by the assignment of personnel to duty with departments and/or sections within the organizational structure of the fixed medical facility. Special

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emphasis is placed upon the qualifications and progressive training of personnel assigned to the Tactical Support Elements of the organization. Due to the importance of the mission of these elements, personnel assigned thereto are considered to be fully trained and readily available for such duties.

6. SUPPLY

a. The major shortage of supply is the infirmary, Medical, 36 bed, Air Transportable. Since this item comprises the major portion of equipment for the Tactical Support Hospital the operational readiness of the unit is seriously impaired. This item has only recently been standarized by the medical service and its distribution to units in the field is moving slow. Requisitions have been placed. This unit has been advised that shipment will be accomplished as soon as depot stocks permit.

7. MAINTENANCE

a. With the assignment of all elements of the organization to the home base during the month, maintenance of tactical medical equipment presented no problems. There were no major maintenance problems involving medical equipment of the fixed facility nor of buildings in use by the organization.

8. MORALE AND RECREATION

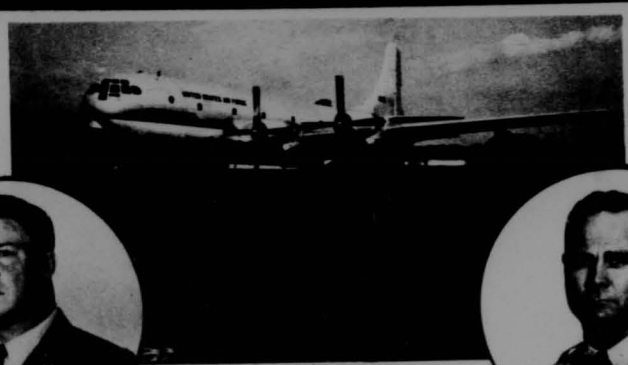
a. Morale among personnel of the group was considered high during the month. This unit is continuing to carry out an aggressive sports program for assigned personnel. The facilities of the unit Day Room receive extensive utilization by the airmen personnel.

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308TH BOMB WING

HUNTER
AIR FORCE BASE
SAVANNAH, GEORGIA
STRATEGIC AIR COMMAND

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REGISTER OF PERSONNEL HANDLING SECRET MATERIAL

DATE

DIVISION

OFFICE

SUBJECT & DESCRIPTION OF INCLOSURES

308th Bomb Wing

NO. OF INCLOSURES

INSTRUCTIONS: The above described Secret document has been received in this office this date. The circulation of this material will be limited to the minimum number of persons necessary for completion of the required action. The names of all persons handling or having knowledge of the subject document will be recorded below as indicated. The document will be returned to the Top-Secret Control Officer (Room _____) for record prior to dispatch from this office or other disposition. This form will not be removed from the subject document except by him when forwarding.

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Auth: CO 308th Bomb Wg.
Date Init.

HISTORY

OF

308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE

SAVANNAH, GEORGIA

— FOR —

1 September - 30 September 1953

JAMES H. THOMPSON
Colonel, USAF
COMMANDER

CHARLES R. NELSON
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

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PREPARED BY S/Sgt John Sonovich

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

3 September - The 308th Bomb Wing received SAC General Order 63, dated 3 Sept 53, reorganizing the 308th under new T/O's from B-29 to a B-47 Wing.

5 September - A Flying Safety meeting was held of all Wing flying and maintenance personnel with 90% attendance.

7 September - Labor Day was observed as a holiday.

8 September - Wing Duty Hours changed from 0730-1630 to 0800-1700.

10 September - The 308th Wing Adjutant's Section revised Wing Reg 205-2.

11 September - Second Air Force Regulation 23-6, dated 11 Sept 53, re-stating the mission of the 308th Bomb Wing, was received by this headquarters.

14 September - Ten additional spaces were allocated from Second Air Force for phase II Observer Training at Pinecastle Air Force Base, Florida.

Message received from USAF stating 32, 53, 56 and 58 airmen career fields were eligible for release at all skill levels, providing airmen met certain qualifications.

15 September - First KC-97 Instructor Crew arrived from Lockbourne Air Force Base, Ohio.

21 September - Lt Colonel Alton R. Cary assigned to the Wing with duty as Comptroller.

28 September - The 308th Bomb Wing Security Force was formed to guard 308th aircraft.

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29 September - Colonel Thompson, acting Wing Commander, departed for Lockbourne AFB, Ohio to attend a Second Air Force Commander's Conference. Colonel Jenkins assumed command of the Wing.

30 September - Last B-29 aircraft departed this Wing. 11/(See photograph appendixed to 374th Bomb Sq, September Historical Report and noted excellent).

Airmen proficiency tests were completed for 43, 64 and 70 career fields.

Classification of airmen in 46, 70, 73, 995 and 999 career fields was completed in accordance with AFM 35-1.

Coordination was completed with 38th Air Division to establish a standard traffic pattern for jet and conventional aircraft.

A representative from Directorate of Materiel visited eastern supply depots to check on supply requisitions previously submitted for B-47 equipment.

334:45 hours were flown by the wing during the month. The 308th Bomb Wing flew 13,399:20 hours with B-29 aircraft since receiving its first one in May 1952. Only one major accident occurred during this period.

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CHAPTER

I

ORGANIZATION

&

ADMINISTRATION

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ORGANIZATION

Anticipated for over a year, SAC General Orders re-organizing the 308th Bombardment Wing from B-29 to B-47 (medium jet bombardment) aircraft were received early this month. The orders, dated 3 September and effective 25 September 1953, placed all units of the Wing except the 308th Air Refueling Squadron and the 308th Medical Group under new TO's and culminated months of intensive planning. 1/

Concurrently with Wing re-organization, the wing mission was re-stated in Second Air Force Regulation 23-6, dated 11 September 53, as follows: Extracted from 2AFR 23-6, dated 11 September 53.

"PURPOSE. To state the mission of Bombardment Wings, Medium.

SCOPE. This Regulation applies to the following units:

g. 308th Bombardment Wing, Medium.

MISSION. As directed by this Headquarters and in accordance with the policies of higher headquarters, the primary mission of Bombbardment Wings, Medium, is the conducting of strategic bombardment operations on a global scale, either independently or in cooperation with land and sea forces.

RESPONSIBILITIES. Bombardment Wings, Medium, will: a. Maintain assigned units in a state of readiness to permit immediate operations against enemies of the United States. b. Be prepared to perform tasks assigned in current emergency plans and related operations orders. c. Train bombardment crews, refueling crews, and units for the performance of global bombardment operations.

1/ GO 63, SAC dtd 3 Sept 53, Orgn of 308th Bombardment Wing M (Exhibit 1)

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d. Equip units for accomplishment of the assigned mission.

e. Support the Air Reserve and National Guard programs in accordance with instructions received from this or higher headquarters.

f. Perform special missions directed by the Commander, Second Air Force."

On 29 September 53, Colonel James H. Thompson, acting Wing Commander, departed for Lockbourne Air Force Base, Ohio to attend the regular monthly Second Air Force Commanders Conference. Wing command was temporarily assumed by Colonel Ralph O. Jenkins, Wing Director of Materiel. 2/

Two changes in key personnel occurred during the month. On 1 September 53, Major John H. Kirklin, Wing Inspector, assumed as additional duties the positions of Executive Officer vice Lt Colonel Perry P. Menzies, and of Director of Personnel vice Captain James O. Caton. 3/ Lt Colonel Alton R. Cary was assigned as Wing Comptroller vice 1st Lt Helm. 4/ 5/

2/ 308BW GO 49, dtd 29 Sept 53 (Exhibit 2)
3/ 308BW GO 47, dtd 9 Sept 53 (Exhibit 3)
4/ Biography, (Lt Col Alton R. Cary) (Exhibit 4)
5/ Portrait (Lt Col Alton R. Cary) (Exhibit 5)

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ADMINISTRATION

Again, administratively speaking, September was a quiet month. Departure of nearly all crew personnel for transition training and virtual standdown of the wing as the last B-29 aircraft were ferried out for depot storage slowed administrative activities to far below normal level.

Wing duty hours changed from 0730-1630 to 0800-1700 on 8 September. The change, part of a base-wide staggered duty schedule, was made to alleviate traffic problems and peak mess hall schedules during the noon meal, proved successful in both respects.

Guaranteed as the one charitable fund-raising drive of the year other than the Air Force Aid Society campaign, the United Community Appeal began in mid September. Organized by Wing Project Officer Major Alexander MacMutt, Jr., 375th Bomb Squadron, cash contributions on 30 September reached $2,190.46, pledges $772.64 for a total guarantee of $2,963.10 from the 308th. Since the campaign will continue through October, a much greater total is anticipated before its close.

A revision of one Wing Regulation, 205-2, pertaining to combinations of safes storing classified material, was published on 10 September. 6 /

6 / 308BW Reg 205-2, dtd 10 Sept 53, (Exhibit 6)

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Classified document handling was given particular attention throughout the month. Loss of several classified documents within squadrons of the Wing occasioned thorough examination of squadron document handling proceedures. To tighten present controls an automatic 90 day suspense was initiated for all classified documents, insuring inventory and review of classified material each three months and orderly retirement or destruction of documents no longer required. Classified document control within squadrons was definitely fixed as a responsibility of squadron adjutants. As rapidly as possible all material issued prior to 1 January 53 was being reviewed, destroyed if no longer required or re-logged if still current. This review, which was estimated to be complete in late November or early December, resulted in destruction of approximately 5,000 documents by the end of September.

An administrative refresher training course, discussed for the past two months, emerged from the planning stage to a definitely scheduled series of lectures set to begin the first week in October. Intended to assist inexperienced orderly room personnel, the course was outlined to cover squadron level administrative proceedures.

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SECURITY

To insure security of guarding aircraft and to cope with the discharge of base security guards under the airmen early release program the wing formed a security force. Wing security guards will combine with Air Base Group guards in conducting a 24 hour watch on all 308th aircraft. 7 /

7 / D/F dtd 28 Sept 53, Info pert to 308BW Security Force (Exhibit 7)

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CHAPTER

II

PERSONNEL

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PERSONNEL

Officers constituting the key personnel of the Office of the Directorate of Personnel, 308th Bombardment Wing, M were as follows:

Major John M. Kirklin, Director of Personnel

Captain James O. Caton, Deputy Director of Personnel

1st Lt Clayton L. Crabbe, Classification and Assignment Officer

2d Lt William S. Morse, Jr., Personnel Officer

A total of four (4) officers and seven (7) airmen were assigned to the Directorate of Personnel during the month of September 1953.

The Combat Crew Control Section had one officer and one airman assigned.

GENERAL

During the month of September, the 308th Bombardment Wing M was officially changed to the 308th Bombardment Wing, Jet (M). Official notification was imposed by General Order 63, dated 3 September 1953, Headquarters Strategic Air Command, effective the 25th day of September 1953. The following changes were made as to the use of Tables of Organization by the squadrons assigned to the 308th Bombardment Wing:

Organ	T/O Formerly Used	T/O Presently Used
308th Hq Sq	1-1171P, dtd 1 Mar 53	1-1047P, dtd 1 Mar 53
Bomb Squadrons	1-1180P, dtd 1 Mar 53	1-1178P, dtd 1 Mar 53
A & E Sq	1-7172P, dtd 1 May 52	1-7170P, dtd 1 Mar 53
Fld Maint Sq	1-7506, dtd 1 Mar 53	1-7169P, dtd 1 Mar 53
Per Maint Sq	1-7505P, dtd 1 Mar 53	1-7171P, dtd 1 Mar 53

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Major changes between the T/O's were that for the tactical squadrons, personnel who composed a B-29 crew would not compose a B-47 crew. Wherein there had been an authorization for a total of eleven (11) personnel to compose a crew, there was only an authorization for three officers. Crew personnel who could not be utilized on the B-47 combat crew were sent to the 308th Air Refueling Squadron for utilization on their crews. Personnel such as single rated bombardiers and radar operators that could not be utilized in either program were or will be sent to school for upgrading, to further qualify them for more important crew duty. The excess number of gunners that had been assigned to the wing, will be trained into AFSC 43159 (Senior In-flight Refueling Specialist) and AFSC 43179 (Senior In-flight Refueling Technicians) for use in the 308th Air Refueling Squadron. Aircraft maintenance and electronics personnel will have to be retrained to qualify them for the new types of aircraft.

During the month of September, official information was received from Headquarters USAF that there would be no third phase to Reduction-in-Force. In a Headquarters USAF message ACRAJCOM 790/53, dated 3 September 1953, the reason given for no further decrease in officer strength was due to an increase in officer authorizations for the Air Force, granted by Congress. This information was quickly disseminated to the various squadrons assigned the wing, where the word was like a "letter from home" to a G.I. in combat. Needless to say, the morale of the Wing seemed to increase

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over-night. Reclama action was still pending on one officer assigned the wing as of the end of September.

The second phase of early release for enlisted personnel was announced during the latter part of the month. USAF message AFPMP-4, AMAJCOM 820/53, dated 14 September 53, made enlisted personnel in certain career fields eligible for release. The career fields were 32 (mainly gunners), 53, 56, 58, all skill levels. In the 70 (administrative) and 73 (Personnel) career fields the supervisory personnel were also eligible for release. Criteria for release was as follows: (a) Possess and adjusted AFSC in above career fields and completed two years active service and be surplus; (b) Airmen basic who had completed two (2) years and A/3C who had completed three (3) years continuous service by 15 September 1953, regardless of AFSC; (c) Any airmen who had completed two (2) years service and did not possess Tech Specialty score of four (4) or above, or a score of four (4) or above on either clerical or mechanical on AQE or ACB; (d) Personnel in a and b who were marginal producers or lacked growth potential and volunteered could be released regardless of scores. As of the end of September, the wing had processed a total of 136 applications, 96 of which were surplus gunners. The wing also recommended release for three (3) sub-standard airmen, however, authority for this type of release must be approved by Headquarters SAC. It was interesting to note that personnel who are to be discharged under Early Release Program are ineligible to re-enlist for a period of 91 days, which prohibits re-enlistment

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in the same grade held at the time of discharge.

Certain career fields remained short of qualified personnel. A requirement still exists for personnel qualified in the Munitions or Special Weapons career field, AFSC 3254. The wing authorization for this AFSC is two, with none presently assigned. A new authorization for eight (8) Armament Systems Officers reflected that the wing was missing five officers in this career field (3234). It is felt that this shortage will be alleviated in the near future by wing requisition.

September saw the first of the wing's combat crews sent to B-47 transition. The wing sent two combat crews to Wichita Air Force Base, Kansas on the first day of September. Also dispatched to Pinecastle Air Force Base, Florida on the first of September was the fourth 308th Staff Crew, with Colonel John F. Batjer, Deputy Wing Commander, as Aircraft Commander and Lt Colonel Vernon E. Cammack, Armament & Electronics Squadron Commander, as pilot. On 19 September, the wing sent a total of 29 combat crews to B-47 transition. Crews for the purpose of this section are to be considered as aircraft commander and pilot. The wing sent four observers to join the staff crews at Wichita who were one month along in the training (16 Sep 53) at the time the observers joined them. Second Air Force message 2AFPGB 1625, dated 14 September 1953, allotted the 308th Bombardment Wing ten additional spaces for Phase II observer training at Pinecastle Air Force Base, Florida on the 18th of the month. The wing was preparing to send 19 more combat crews

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to transition when the month came to an end. All crews were en-route to transition by the last day of the month.

The Air Refueling Squadron during the month of September, continued to expand. At the end of August, the squadron had assigned thirty-seven (37) officers and one hundred nine (109) airmen and at the end of September, the personnel strength had increased to fifty-four (54) officers and one hundred eighty-two (182) airmen. Imput of crew members to the 308th Air Refueling Squadron during the month of September was increased by the assignment to the squadron of all navigators and most low time pilots who could not be utilized within the new tactical squadrons. The wing received two instructor KC-97 crews during the month. The first crew, from the 26th Strategic Reconnaissance Wing, Lockbourne Air Force Base, Ohio, reported on the 15th of September, thus allowing the squadron to commence operations. The second crew, from the 306th Air Refueling Squadron, MacDill Air Force Base, Florida, reported to the wing on the 30th of the month. Both crews were lacking navigators.

Colonel James H. Thompson continued to act as Wing Commander in the absence of Colonel M. A. Preston and Colonel John F. Batjer, who are TDY to B-47 transition. Lt Colonel Cary reported to the 308th Bombardment Wing for duty as the Wing Comptroller, following a tour of duty in Japan.

MANNING

Officers: Body manning within the Wing decreased from 103% in August to 97.8% in September. Effective manning decreased from

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95% in August to 79% in September. This 16% decrease in effective manning can be attributed to the fact that the wing was undergoing complete conversion, with the new T/O's becoming effective on 25 September, and due to the last RIF officers being separated. It is anticipated that officers effective manning will increase in the ensuing months.

Airmen: Body manning for the month of September increased from 95% in August to 96% and effective manning decreased to 41%, as compared with 59% in August. The 18% decrease in effective manning can be attributed to the new T/O, which authorizes personnel at supervisory levels of which the wing has no capabilities to fill at this time. Reclassification in accordance with AFM 35-1 also contributed in part to this situation.

Manning in critical career fields was as follows:

Career Field	Body Manning	Effective Manning
20 (Intelligence)	79%	42%
321 (Bomb Nav Sys)	34%	5%
323 (Gun Sys)	61%	5%
40 (Intricate)	33%	53%
42 & 43 (All acft maint)	89%	34%
47 (Automative maint)	60%	54%
64 (Supply)	85%	76%

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AUTHORIZED AND ASSIGNED PERSONNEL AS OF 30 SEP 53

Unit	Officers		Airmen	
	Auth	Asgd	Auth	Asgd
308th Hq Sq	45	47	106	117
308th Air Refueling Sq	85	54	229	182
373d Bomb Sq	66	79	106	182
374th Bomb Sq	66	80	106	181
375th Bomb Sq	66	71	106	185
308th A&E Maint Sq	13	9	337	180
308th Fld Maint Sq	7	8	349	301
308th Per Maint Sq	5	6	181	116
308th Medical Group	27	16	98	112
TOTAL	380	372	1,618	1,556

GAINS AND LOSSES

The gains and losses of personnel for the month of September 53 showed a slight increase in gains and an increase in losses also, as compared with the month of August. Total gains for the month were 367 and total losses, 202. Officers gained during the month - 36: lost - 40. August's officer gains were 94: lost - 51. Airmen gained during September - 331: lost - 162. August's airmen gains were 195: lost - 82. The airmen gained were chiefly in the 43 career field, but at a low skill level. The losses were chiefly in the 32 career field.

The officer gains were in AFSC 1244 (Pilot Aerial Observer) and AFSC 1524 (AOB). The majority of the losses consisted of

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bombardiers (1544) and radar operators (1554) to formal schooling.

CLASSIFICATION

During the month of September, reclassification action on airmen was completed in accordance with Air Force Manual 35-1. Follow-up action has been initiated to insure that all reclassification action has been accomplished. Reclassification conversions, in accordance with Air Force Manual 36-1A, dated 1 February 1953, has commenced, as this action must be completed by 15 October 1953.

Due to the conversion to the new T/O, it was necessary to convert many officers and airmen's DAFSC, in order to effectively man the B-47 T/O. Continuous action will be taken to insure all personnel's duty AFSC will coincide with those required by the new T/O's.

Airmen's proficiency testing for the 43, 64, 70 career fields was accomplished during the month of September. The secondary testing period has been established as October 1953.

SCHOOLS

School quotas for officers during the month of September were reaching a new peak. Two officers were sent to Primary Observer Pilots Course #150002. Fourteen (14) single rated bombardiers and radar operators were sent to Primary Observer Upgrading Course #150001 during September. The wing was allotted quotas for the ensuing months of October and November, which should encompass all remaining single rated observers who desire this training. Single rated navigators are still ineligible for attendance at the Primary Observer Upgrading Course, with no known date as to when this type

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observer will be permitted to enroll for this training. Two officers from the Armament and Electronics Squadron were sent to Lowry Air Force Base for approximately three weeks to attend "I" systems course for officers.

Airmen: During the month of September, a total of 243 airmen were sent to school. This figure is monstrous, compared with the month of August. The reason for such a high figure was attributed to the retraining of 190 airmen at Amarillo Air Force Base, Texas, filling out the wing's B-47 Maintenance Package. Seven airmen were sent to Chanute Air Force Base, Illinois, to attend the Special Jet Engine J-47 Course (B-47 aircraft). It is interesting to note that more airmen were detailed to school during September than in any other month in the history of the wing. Throughout the month there was a general decrease in applications for training, which can be partially, if not wholly, attributed to the new program for early release of airmen.

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CHAPTER

III

OPERATIONS

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TRAINING

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OPERATIONS AND TRAINING

September witnessed the end of an era within the 308th Bombardment Wing M as the last B-29 aircraft departed this station on 30 September 1953. The slight twinge of nostalgia associated with the loss of these dependable aircraft was only overshadowed by the feeling of anticipation toward the arrival of the sleek new B-47's. Present operations were concluded as the 308th Bomb Wing flew a total 454:05 hours. Of this total, 338:45 hours were o operational and the remainder test hops or ferry flights. Operational time was expended in accomplishing the requirements of Strategic Air Command (SAC) Regulation 60-2 for pilots prior to their TDY with the Air Training Command and observers who are scheduled for extended TDY or transfer.

The combat crew training program as outlined in SAC Regulation 50-43 received heavy emphasis. Seventy Standard Operating Procedures have been published in the form of Operation Memorandums. Coordination was accomplished with the 38th Air Division to establish a standard traffic pattern for jet and conventional aircraft. The schedule for field checks for returning crews from Wichita and Pinecastle has been completed.

Certain high priority ground training items continued at an accelerated pace throughout the month of September. Foremost among these was the Altitude Chamber training for personnel slated for B-47 aircraft. Twenty-two men attended this training at MacDill AFB, Florida. The results of the extensive training carried on in this

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category during the last three months are now becoming evident as all pilots and most observers have completed this training. It is anticipated that by early November the wing will have accomplished 100 per cent of this training for B-47 crew members. A total of 29 men attended Advanced Survival training at Stead AFB, Nevada as an attempt was made to get the greatest number of personnel through this training before the arrival of new aircraft and the extensive flying commitments embodied therein. Preliminary surveys and plans were made for the phasing of personnel through the B-47 Mobile Training Detachment (MTD) which was scheduled to arrive in early October. A tentative schedule was set up whereby the maintenance personnel would attend MTD for four hours in the mornings and combat crew personnel four hours each afternoon. The intent of this groundwork was to insure the most efficient utilization of this vital training element from the outset. A master Ground Training schedule was published and distributed to all units. 8 /

Personnel of the Plans Section spent most of the month working with the training program of the 308th Air Refueling Squadron. Much was accomplished toward phasing personnel off to the KC-97 MTD at MacDill AFB, the Altitude Chamber, Basic Survival, and Advanced Survival training.

One Flying Safety meeting was held on 5 September 1953 for both flying and maintenance personnel. Approximately 90 per cent attendance was recorded. Winter flying hazards, ground operations

8 / Sept Master Ground Trng Schedule dtd 24 Aug 53, 308th Dir of Operations, 308th Bomb Wing

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and flying regulations were emphasized. A group of slides of ground signals were made up, projected and discussed. Reproductions of these signals were distributed to the squadrons for display. All airfield facilities were checked and continuous ramp inspections were made. Flying Safety statistics show that since this wing received the B-29 aircraft, they have flown 13,499:20 hours with only one major accident. This is an overall accident rate of 7.4 per cent. This excellent rate is largely attributed to the flight review approach to the flying safety problems.

Four airborne radio operators have completed in-flight training at West Palm Beach and MacDill. These four operators will act as instructors to assist the Standboard Radio Operator in checking out the remaining assigned radio operators of the 308th Air Refueling Squadron. A total of 32 of these men are now assigned to this squadron. This number is made up mainly of new personnel from Keesler AFB, Mississippi, as well as older operators from the three tactical squadrons of the 308th Bombardment Wing M.

The personnel situation remained relatively stable within the Intelligence Section during the month of September. Training of combat crews was suspended until January 1954 in compliance with orders from Second Air Force. This gave the section opportunity to place additional emphasis on training for intelligence personnel. Eleven hours of lectures were given to men in this category. Subject matter included Production and Use of Air Intelligence. Eurasian Geography and preparation of Situation Maps. A world map has been

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placed on one wall and a United States map has been placed on another in the Situation Room as temporary substitutes for sliding panels. A set of Encyclopedias has been obtained and the shelves of the Intelligence Library now contain a careful selection of periodicals designed for reference work. It is estimated that the Situation Room will be complete in another month. Two domestic targets were completed during the month, one on Denver and the other on Cincinnati. The domestic target program is nearing completion but is still being curtailed by a shortage of material. The foreign target folders have been brought completely up to date and all materials are now being stored in a new vault. All materials are arranged in such a way that a running inventory is possible and can be established for future reporting procedures.

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ROSTER OF KEY PERSONNEL (Operation Directorate)

Col James H. Thompson	Director of Operations
Maj Samuel Sloan III	Deputy Director of Operations
Maj William J. Makel Jr.	Wing Observer
Maj Thomas C. Clodfelter Jr.	Operations and Training Officer
Maj Cecil H. Dawkins	Wing Flying Safety Officer
Maj Clifford L. Lundgren	Wing Intelligence Officer
Maj Harold L. Royse	Wing Communications Officer
Capt William M. Newton	Wing ECM Officer
Capt William S. Cameron	Wing Special Weapons Officer
Capt Oren A. LaPlante	Wing Flight Engineer
1st Lt Charles F. McCormick	Wing Gunnery Officer
1st Lt Charles W. Parker	Operations Reports & Analysis Officer
2d Lt Gene R. Stanich	Wing Ground Training Officer

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CHANGES AFFECTING THE DIRECTORATE

Personnel strength of the Operations Directorate as of 30 September 1953 consisted of 24 officers and 31 airmen. Losses and gains in personnel during the month were as follows:

Losses

1st Lt George R. Green	ECM Section
A/1C John W. Adkins	Director of Operations Office
A/2C Roy H. Whaley	Operations and Training Section
A/2C Albert C. Maimer	Intelligence Section

Gains

Maj Thomas C. Clodfelter	Operations and Training Section
Maj Jasper C. Holcomb	Plans Section
Capt William S. Cameron	Special Weapons Section
Capt William M. Newton	ECM Section
2d Lt Samuel O. King	Intelligence Section
A/2C William J. Edgington	Intelligence Section

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CHAPTER

IV

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MAINTENANCE

The 308th Bombardment Wing for the month of September was scheduled to fly 250:00 hours. The wing flew 338:45 hours operational and 112:05 hours test hops and ferrying which required 25,738 manhours of maintenance. The additional hours flown over and above that scheduled for the wing was necessitated by the transfer of aircrew personnel to other commands and their need to fulfill the requirements of Air Force Regulation 60-17, Transfer of Personnel Deficient in Minimum Flying Requirements.

The average fuel consumption for September was 326 gallons per hour as the wing consumed 146,941 gallons in flying 450:50 hours. This time includes missions, test hops and ferrying time.

The month saw the departure of twenty-four (24) B-29 type aircraft and the assignment of thirteen (13) KC-97 type aircraft to the wing. The departure of the B-29 aircraft left the wing with just the KC-97 type aircraft assigned, as the B-47 type aircraft are not scheduled in for some time. The phase-out of the B-29 aircraft was completed with the losing of aircraft number 44-62121 on 30 September. With the phase-out completed, emphasis will be placed on the maintenance of KC-97 type aircraft and the preparation for the B-47 aircraft, with MTD and OJT training.

This wing, upon transfer of the last B-29 aircraft, flew 13,499:20 hours since receiving its first B-29 in May 1952, without a single accident attributed to either maintenance error or material failures.

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There were eight (8) UR's submitted for the month. The first UR submitted on KC-97 aircraft was on a Landing Gear Assembly, on which the Down Limit Switch Plungers were bent. There were no outstanding UR's however, of the eight (8) submitted, two (2) were on Intercooler Actuator Assemblies.

The Abort Report has been superceded by a Malfunction Report. This wing sustained nine (9) malfunctions for the month of September. There were two (2) material failures, six (6) maintenance errors and one (1) aircrew technique error. There were no radar malfunctions.

After a period of one hundred twenty eight (128) days the wing encountered an AOCP. In September there was an AOCP percentage of 7.9% and an AOCL percentage of 1.1%. Consistant AOCP items during the past month are as follows: Shaft Assembly Cowl Flap Drive, Actuator Assembly, and Cowl Flap. All dock, shop and flight line replenishment requests were revised due to the recent conversion to the new type aircraft.

Captain Harry Foglietta was assigned OIC, Quality Control Section, Maintenance Control. This section had no officer assigned for a period of two (2) months. The assignment of this officer will increase the potentiality of this section.

School quotas have decreased the maintenance capability of the wing. All Maintenance sections had to operate with a minimum number of personnel during the month.

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SUPPLY

The squadrons of the 308th Bombardment Wing have received their new UPREAL's and are now in the process of transferring the property from the old UPREAL to the new one.

The monthly inspection of the supply activities of this wing has been accomplished. All discrepancies noted by the inspection team, composed of 2d Lt Harold F. Morris and M/Sgt Johnnie H. Leonard, have been presented to the organizations concerned for immediate correction.

The first UPREAL Progress Report has been accomplished and sent to SAC Headquarters as required. This report is submitted in three (3) installments and is used to give an indication of where the wing stands on UPREAL property for B-47 type aircraft.

The manner in which this report was compiled is as follows: Each squadron was given a pre-listed booklet with stock numbered items found on the Special Requisition. As the property is received, the squadrons line out quantities in colored pencil, at the end of each installment period this booklet is forwarded to the Supply Office of this Directorate, who in turn, transcribes the exact receipts in their master book and master listing from SAC. These figures are then forwarded to higher headquarters.

The Supply Officer, Major James B. Davis, again visited the Eastern Supply Depots to check on Special Requisitions submitted by this wing for B-47 equipment and publications which he had hand carried to the depots on previous visits.

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Major Burton and Major Johnson, representatives of Second Air Force, visited this wing to disseminate information as how to prepare the annual BAI-BAL Inventory Report which is due the 30th of October 1953.

FACILITY PLANNING

The month of September found this section making excellent progress. Full use is being made of all existing buildings and a plan is in effect for future moves. Project plans have been submitted to higher headquarters covering modification of existing facilities or additions thereto. Time seems to be the only deterrent factor in the overall facility program.

The work of the Facility Planning Office may be divided into three categories: 1. Work Order Requests and Follow-ups. 2. Present Accomplishments. 3. Future Plans. These are discussed below and in that respective order.

Work Orders: A noticeable slow-down occurred in the Air Installation Office with reference to processing of work orders as submitted by this section. The AIO was cautioned that such a slow-down results in subsequent inability to adequately monitor the status of our work orders inasmuch as com--back copies are required before processing may be completed by this office. This is in accordance with Base SOP 233.221.

Several work orders previously disapproved by AIO were re-submitted through the Air Division Director of Materiel with added justifications with hopes that they would be favorably considered

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for approval at this time. These included work on Building T-1208, Wing Intelligence; T-1251, 375th Bomb Squadron Operations; T-1206, Armament and Electronics; and T-1405, A & E storage.

The work order on Building T-1206 involves modifications for the present A & E hangar to accomodate B-47 type equipment. Such a modification will take a considerable sum of money and the question of how to fund this project has been presented for study to the Base Commander. Since this building will not be the permanent hangar for A & E, some doubt exists as to the degree of modification actually necessary. Without the modifications however, 308th A & E will be unable to work on the B-47 type aircraft. It is believed that this problem may require higher echelon resolvement.

Present Accomplishments: The Aero Repair, Typewriter Repair, and Ground Power Sections were moved out of Building T-1288 this month to make room for the B-47 MFD. Aero Repair was moved to occupy half of Dock #16 as an interim measure. Present plans are to eventually move it into the new hangar about May 1954. The Typewriter Repair Section was moved to Building T-1214 replacing Bomb Sight and Auto Pilot Section, which were moved into Building T-1206 with the other A & E shops. Ground Power Section moved into Building T-1290 where the Engine Build-up Section is presently located. This last move is of an interim measure type until space can be found elsewhere for that section.

Since the survey on facilities and requirements for the wing was completed this month, it may be pointed out that the up to date and accurate listing of all buildings occupied by the 308th Bomb Wing

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will prove very helpful in assigning buildings immediately and for such planned assignments as may be necessary in the future. The survey further assisted the AIO in bringing their real and installed property record section up to date.

This office aided the AIO in the preparation of their monthly Maintenance Facility Report (SAC B-2). The report has not been coordinated with the 308th prior to this month and it contained a few discrepancies regarding square footage occupied by the 308th Bomb Wing shops. The necessity for coordination of cited report with the 308th was resolved to our mutual satisfaction through discussion with the AIO.

A space allocation directive was published and disseminated on the 3d of September to all squadrons assigned space inside the flight line fence. Areas of responsibility for each squadron were indicated in this directive for purpose of putting into execution a "Keep Ramp Clean" project. The areas will change as buildings change hands and new maps will be issued to reflect area responsibility change.

The A & E Squadron vacated their half of Building T-1245 (used for B-29 aircraft '263' equipment storage) on 28 September and part of the Air Refueling Squadron moved in. The old theater building T-1286 which now houses the Air Refueling Squadron Supply is inadequate for storage space required. When the 374th Bomb Squadron is able to vacate the other half of Building T-1245, the Air Refueling Squadron will occupy the whole building thereby

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gaining much needed space.

The Air Refueling Squadron occupied the whole of barracks T-602 this month, relieving the 373d Bomb Squadron of the bottom half they occupied. The 373d personnel moved into the top half of T-601, compressing 375th Bomb Squadron personnel into the lower half of T-601. Completion of the new airmans barracks before the return of heavy school quota enrollees should however alleviate these rather crowded conditions.

Future Plans: Preliminary information was received from SAC this month indicating that the project to modify the docks which was forwarded to that command last month was approved. Confirmation was being forwarded to the 38th Air Division. The Air Division will undoubtably have to take this matter up with WDSEA for approval and citation of the necessary funds and assistance to complete the project.

Meetings were held this month with the Base Commander and AIO for the purpose of resolving the remaining required facilities which were to be included in the 1955 budget and the priorities for same. This office assisted the AIO by writing up the justification for the A & E hangar which is to receive high priority in the budget requests. In addition, comparisons were made of facilities as authorized by SAC versus those existing in the 308th and 2d Bomb Wings. These differences were then gaged against the budgetory limitations leveled against this wing.

A study was made for the Wing Commander on the new airmens' barracks. This major project is due for completion on or about 1 November 1953. The study-report was approved by the Wing Commander and forwarded to the Base Commander on 29 September for

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necessary action. The 308th entertains hopes that the four (4) tactical squadrons, Periodic Maintenance and Wing Headquarters Squadron will be moved into the first unit completed. The wing further envisions the movement of the Field Maintenance and A & E Maintenance Squadrons into the next unit along with one (1) of the air base squadrons. The 308th Bomb Wing also recommended that a portion of the proposed central administrative space area on the first floor be turned into a first three grades mess hall. It is believed that since such space is available, many benefits would accrue from the operation of an NCO mess.

It was noted that the Air Refueling Squadron operations building which is built just inside the flight line did not contain sliding panels in the briefing room. Drawings of requirements were made and taken to the District Office of the US Engineers in Savannah as per suggestion of the AIO. Mr. Taylor of the Engineers, assured us that an estimate would be made on the project and if possible they would add the sliding panels as required.

Another project was the submission of a work order this month to modify the B-29 aircraft wash rack so as to accomodate the KC-97 aircraft. No information is available at this time as to the status of the work order. Ground Safety has praised the 308th wash rack at the safety conference; its configuration was sold to all bases in the Second Air Force.

Word was received from the 3908th Strategic Evaluation Squadron that their ECM section would vacate its half of Building T-1215 by

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15 October 1953. Plans have been made to turn this half of the building into the 308th Flight Line Dispensary.

The 3908th SMS also informed us that they would vacate Building T-1207 and the lean-to portion of Building T-1206 by 1 January 1954. Plans have been made to move Maintenance Control into these buildings. Space allocations have been completed and phone requirements have been given to the Wing Communications Officer.

Arrangements were made for the PMS to give the middle room in Building T-1277 to the ARS Engineering Section. This move will take place by 3 October. The PMS Orderly Room is scheduled to move to Building T-1297 when the 2d Bomb Wing Periodic Maintenance Squadron moves out sometime late in November. Early in October the PMS will move into Dock #35, presently occupied by 2d Bomb Wing PMS. The two (2) rooms in this dock will be utilized for the PMS tool crib. This is the dock that will be modified for KC-97 use. Modification which represents a portion of the project that SAC has approved will consist of raising the middle section of the roof four (4) feet.

No progress was made this month on a new Operations Building for the 374th Bomb Squadron. This projected action hinges on the decision of the Base Commander relative disposition of Building T-1241 which is presently occupied by the AACS.

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The Logistics Office experienced a comparitively slow month from a strictly logistical or mobility standpoint. However, numerous miscellansous projects indirectly associated with mobility planning were completed, some of which are worthy of mention.

The temporary additional duties as DM Staff Records Officer were assigned to the Logistics Officer, Major Dorondo, which prompts this office to carefully screen all of their files for purpose to dispose of any non-applicable type printed material. In turn, all DM subsections were contacted by R & R to accomplish the same within their activities. The quarterly report forwarded through channels reflecting disposal of printed material in accordance with Air Force Manual 181-5, shows that one and eight twelfths (1-8/12) linear feet were removed from the subsections files and destroyed. Since these reports will be of a recurring nature, the DM subsections were cautioned to carefully monitor destruction of all printed documents, publications, etc., in order that the Records Disposition program be successfully carried out.

The maintenance AFSC's according to the manning tables for a KC-97 and B-47 type wing were screened, cardex recorded and turned over to Major Alton of the Maintenance Control Office for his use and reference for purpose of determining at a glance the maintenance potential and/or capability of the wing at any given time. Major Alton has informed this office that this little project has proven itself to be very worthy.

The Logistics Office coordinated with the Plans and Facilities Office of the DM a proposed "outloading site" for future mobility

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planning. Overlay drawings were made for purpose of inclusion in the new 308th Bomb Wing Mobility Plan. The area itself will consist of the ramp area running parallel and west of Docks 15, 16 and 17. Recommendations were made at the time of the inspection that it would be advisable to have adequate tarpaulins on hand to cover equipment awaiting pickup by MATS aircraft during a mobility deployment. This in view of the fact that the site would have no roof coverage.

Other than the above, only routine and administrative work was accomplished by the Logistics Office during the month of September.

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CHAPTER

V

MISCELLANEOUS

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GROUND SAFETY

The "Safe Wheels" trophy, which the wing had been striving to retain, slipped out of the grasp of the wing during the last month of competition, due to an automobile accident, which resulted in a fatality to a member of the wing. Three accidents occurred involving personnel of the 308th Bombardment Wing during the month of September 1953. Two occurred during off-duty hours and one during duty hours. Sixteen man-days were lost, at a cost of $31,980.00 to the Government.

MORALE

Morale within the wing during the month of September began to mount to newer heights. This can be attributed to the new T/O taking effect and creating new slots which personnel will be seeking in order to get ahead in the "new" 308th Bombardment Wing.

Information revealing no third phase to the Reduction-in-Force Program for officers also gave officers a "lift". The new Early Release Policy for airmen did much for those personnel desiring an early "out".

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 30 September 1953.

Colonel James H. Thompson	Wing Commander
Captain Charles R. Nelson	Adjutant
Major John W. Kirklin	Director of Personnel
Colonel James H. Thompson	Director of Operations
Colonel Ralph C. Jenkins	Director of Materiel
Lt Colonel Alton A. Cary	Comptroller
Major Clifford L. Lundgren	Intelligence Officer
Captain Aubrey J. Beale	Commander, Headquarters Squadron
Lt Colonel Perry P. Menzies	Commander, 308th Air Refueling Squadron
Major Mayron H. Rowe	Commander, 373d Bomb Squadron
Major John F. McHugh	Commander, 374th Bomb Squadron
Major Coyd V. Wakeman	Commander, 375th Bomb Squadron
Lt Colonel Ralph H. Schneck	Commander, 308th Field Maintenance Squadron
1st Lt Neil R. Humphrey	Commander, 308th Periodic Maintenance Squadron
Major Jess L. McNeil	Commander, 308th Armt & Elect Maint Squadron
Major Donald M. Kennett	Commander, 308th Medical Group

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BIBLIOGRAPHY

1. Wing Classified Files
2. Wing Central Files
3. History of the Directorate of Personnel for September 1953
4. History of the Directorate of Operations for September 1953
5. History of the Directorate of Material for September 1953
6. History of the 373d Bomb Squadron
7. History of the 374th Bomb Squadron
8. History of the 375th Bomb Squadron
9. History of the 308th Air Refueling Squadron
10. History of the 308th Field Maintenance Squadron
11. History of the 308th Periodic Maintenance Squadron
12. History of the 308th Armament & Electronics Maintenance Squadron
13. History of the 308th Medical Group

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APPENDIX

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LIST OF EXHIBITS

1. SAC, Gen Order 63, 3 Sept 53
2. 308BW, Gen Order 49, 29 Sept 53
3. 308BW, Gen Order 47, 9 Sept 53
4. Biography (Lt Col Alton R. Cary)
5. Portrait (Lt Col Alton R. Cary)
6. 308BW Reg, 205-2, 10 Sept 53
7. D/F dtd 28 Sept 53, Info part to 308BW Security Force
8. Schedule, September Master Ground Trng Schedule, 308BW DO, 24 Aug 53
9. 308BW, Personnel Statistics for September
10. History, 373d Bombardment Squadron for September 1953
11. History, 374th Bombardment Squadron for September 1953
12. History, 375th Bombardment Squadron for September 1953
13. History, 308th Air Refueling Squadron for September 1953
14. History, 308th Armt & Elect Maintenance Sq for September 1953
15. History, 308th Periodic Maintenance Squadron for September 1953
16. History, 308th Field Maintenance Squadron for September 1953
17. History, 308th Medical Group for September 1953

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RESTRICTED

GENERAL ORDERS)
NUMBER 63)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
3 September 1953

SECTION

REORGANIZATION OF 308TH BOMBARDMENT WING, MEDIUM..... I

** ** **

I. REORGANIZATION OF 308TH BOMBARDMENT WING, MEDIUM. 1. Announcement is made of the reorganization of the following units at Hunter Air Force Base, Georgia, effective 25 September 1953, as indicated:

Unit	T/O	Authorized Strength OFF	AMN
Hq, 308th Bomb Wg M	1-1047P 1 Mar 53 1 x Part II	45	106
Bomb Sq, M 373, 374, 375	1-1178P, 1 Mar 53 1 x Parts II & IIA	66 (each)	106
308th Field Maint Sq	1-7169P, 1 Mar 53 1 x Part II	7	349
308th Periodic Maint Sq	1-7171P, 1 Mar 53 1 x Part II	5	181
308th Armt & Elect Maint Sq	1-7170P, 1 Mar 53 1 x Part II	13	337

2. The above units are authorized equipment by Department of the Air Force message cited in paragraph 4, below, which will be confirmed by Department of the Air Force 322 letter and furnished commanders concerned.

3. Appropriate remark will be entered in the organizational status table of the morning report on the effective date of status change, in accordance with Chapter 2, SAC Manual 171-1.

4. Authority: Restricted message, Headquarters USAF, AFOMO-03 53874, 28 August 1953.

** ** **

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN P. NELL
Colonel, USAF
Adjutant

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

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2 - Asst CofS, G-4, GSUSA (ATTN: Chief, Movements Br, Service Gp), Wash 25, DC
2 - Chief of Military History, Special Staff, USA, Wash 25, DC
2 - Comdr, AMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
2 - Mil Air Div, Hq Sixth Army, Room 112, Bldg 38, Presidio of San Francisco, Cal
2 - Comdr, Topeka AF Depot, Topeka, Kans
5 - Comdr, 831st Specialized Depot, Shelby, Ohio
2 - AF Ln Repr, KCRC, 601 Hardesty Ave, Kansas City 24, Mo
12 - D/Plans, SAC

A TRUE COPY

CHARLES R. NELSON
Captain, USAF

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

2

(SPECIAL ORDERS)
NUMBER 40)

29 September 1955

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation [illegible] and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia, during the temporary absence of COLONEL JAMES H THOMPSON, 4023A.

RALPH G JENKINS
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 47)

9 September 1953

STAFF ASSIGNMENTS

3

1. Confirming Verbal Orders of the Commander, 5 August 53, this headquarters, MAJOR JOHN M. KIRKLIN, 12319A, is assigned Wing Inspector, 308th Bombardment Wing, Medium, effective 3 August 53.

2. Confirming Verbal Orders of the Commander, 1 September 53, this headquarters, MAJOR JOHN M. KIRKLIN, 12419A, is assigned additional duty as Wing Executive Officer, 308th Bombardment Wing, Medium, effective 1 September 1953.

3. Confirming Verbal Orders of the Commander, 1 September 53, this headquarters, MAJOR JOHN M. KIRKLIN, 12419A, is assigned additional duty as Director of Personnel effective 1 September 53, vice CAPTAIN JAMES O. CATON, A0676825, this headquarters, relieved.

4. Confirming Verbal Orders of the Commander, 1 September 53, this headquarters, 1ST LT LAWRENCE W. HELM, A02074982, is assigned as Comptroller, 308th Bombardment Wing, Medium, effective 1 September 53, vice 1ST LT ROBERT V. WING, A0650950, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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BIOGRAPHY

LIEUTENANT COLONEL ALTON R. CARY

Lieutenant Colonel Alton Robert Cary was born 6 February 1915 in a small town in northern Ohio and graduated from high school there in 1933. In 1935 and 36 he attended Kent State University, Ohio.

In the summer of 1936 he moved to Santa Monica, California and was employed by Douglas Aircraft Company for the nixt three years and three months. At Douglas, he worked in Production Control and Purchased Parts Departments becoming Night Supervisor for Purchased Parts Department in March 1939.

4

While employed at night at Douglas Aircraft he attended Santa Monica Junior College where received his Junior College certificate.

In December of 1939 Colonel Cary resigned from Douglas Aircraft Company and enlisted in the United States Army Air Corps as a Flying Cadet. He was assigned to Santa Maria, California for Primary, Randolph Field for Basic, and Kelly Field for Advanced where he gratuated August 30, 1940.

Retained at Kelly Field as a flight instructor, he worked in Section I until December 1940 when he left with a small contingent of flight instructors to begin advanced flight training of students at Stockton, California. The tour at Stockton lasted as long as the Air Training Command held the base which was four years and three months. During that time, he moved up from flight instructor to Echelon Commander to Group Commander to Director of Flying Training and finally Air Inspector.

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In April, 1945 he had a short stay at Yuma, Arizona until he was transferred to Hobbs Air Base for 4-engine training. Graduating there a few days after the first atomic bomb fell in Japan, he was sent to Roswell for B-29 training. The war came to a sudden stop and, with it, the training program. He was separated at Roswell effective January 6, 1946.

In March, 1946 Colonel Cary entered the University of California at Los Angeles where he obtained his B.S. degree in Business Administration in June, 1947. He majored in Banking and Finance.

After having been an active Reservist at Mather Air Force Base for about a year and a half, Colonel Cary was recalled in March 1951 and assigned at Mather as Assistant Comptroller. In the summer of that year he attended the Comptroller School at Maxwell Air Force Base.

Upon completion of the Comptroller's Course he was transferred to Headquarters, Fifth Air Force in Korea. In Fifth Air Force, he was assigned as Chief, Special Analysis until November, 1951 when he took over as Director, Combat Reporting Center (under Director Comptroller).

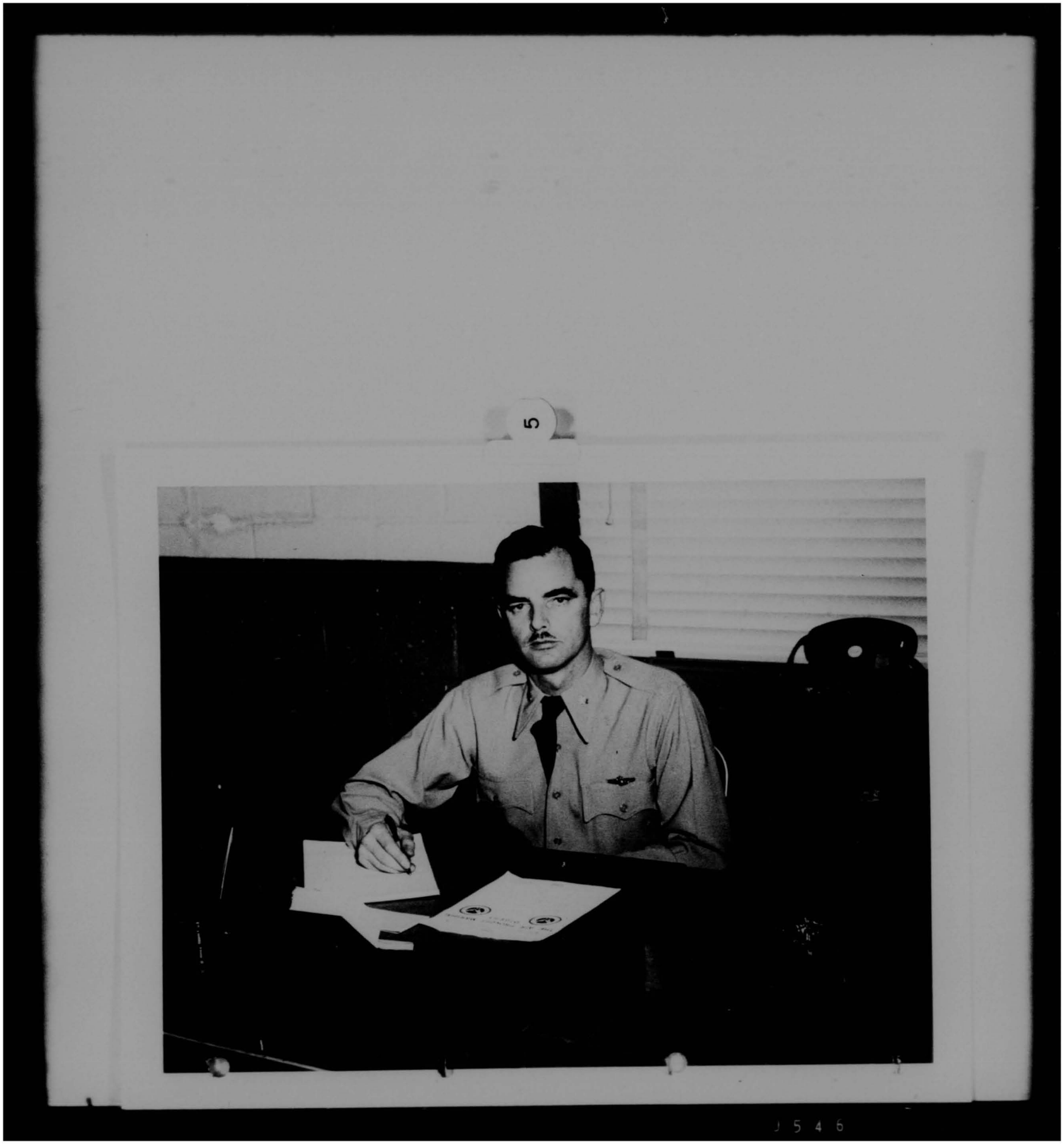
June 11, 1952 he was transferred to the Japan Air Defense Force and assigned as Comptroller, 6101st Air Base Wing at Yokota, Japan.

August 6, 1953 he departed Japan, assigned to the 38th Air Division, Hunter Air Force Base, and further assigned to the 308th Bombardment Wing as Comptroller.

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(WING REGULATION)

NUMBER 205-2)

HEADQUARTERS 308TH BOMBARDMENT WING (M)
Hunter Air Force Base, Savannah, Georgia
10 September 19[illegible]

SECURITY

Marking and Changing of Combinations of
Safes and Three Combination File Cabinets
(Supersedes Wing Regulation No. 205-2, dtd 1 Oct 52)

1. PURPOSE: To implement provisions of par 8f, AFR 205-1, dated 24 July 1953 concerning safe combinations, and to establish procedures for marking and general use of safes and combination lock file cabinets in which classified security information is stored.

2. SCOPE: This regulation is applicable to all units and activities of this Wing.

3. PROCEDURES:

a. Marking: All safes and combination lock file cabinets within each office or activity will be consecutively numbered. A card or sheet of paper indicating the organization (or directorate), office, and number will be firmly and conspicuously attached to each safe and/or lock cabinet. For example: "Plans Section, Directorate of Operations, Safe #1".

b. Use: For each safe and lock cabinet a card will be prepared with the words "SAFE OPEN" in large red letters on one side and "SAFE LOCKED" on the other. The appropriate words will be kept readily visible at all times. Safes and lock cabinets will be locked at all times when a person authorized access to them is not present within the room.

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c. Combinations: Combinations of safes and locked file cabinets in which classified security information is stored will be changed on all occasions provided in par 8, AFR 205-1, dated 23 July 1953. Combinations of all safes and combination lock file cabinets will be changed on 31 December and 30 June of each year, when safe or cabinet is first issued to using office, when any person having knowledge of the combination has been transferred or assigned duties no longer requiring access to the safe or cabinet, and on such other occasions as may be deemed necessary.

(1) Combinations of all safes and combination lock file cabinets will be forwarded to the Wing Adjutant, Attn: Classified Documents Section, in the following manner:

(a) 38AD Form No. 277 (Incl #1 to this Regulation) will be completed in one copy and stamped with highest classification of any record or material stored in safe or cabinet.

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(b) Completed form will be sealed in envelope prepared as indicated in Incl #2 to this Regulation. Envelope will be stamped with same classification given completed form.

(c) Classified envelope will be inclosed in plain outer sealed envelope and hand carried to the Wing Classified Documents Section for storage.

(2) Combinations of all safes and lock file cabinets used within each Squadron or Directorate will be prepared as provided in (1) above and filed in the central safe of each Squadron or Directorate.

(3) If any safe or cabinet is opened using combinations cited in (1) or (2) above, a full report of circumstances will be made by the most expeditious means to the organization commander or director concerned.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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2 Incls
1. 38AD Form 277
2. Inner Envelope

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RECORD OF SAFE COMBINATION

OF E (Section)	ORGANIZATION (Directorate)	BLDG NUMBER	DATE

COMBINATION OF SAFE (FILE CABINET) NO._____.

*This combination will not be used by person or persons who are not cleared for access to security information classified as_____.**

If this combination is used for emergency reasons or by other than written authority of Commander, this organization, a complete report of circumstances will be made to the Commander, this organization, at earliest possible time.

PERSONNEL WITH KNOWLEDGE OF THIS COMBINATION

	NAME	GRADE	DUTY PHONE	HOME PHONE	HOME ADDRESS
OIC					
NCOIC					

REMARKS

**Classify with highest classification given material normally stored in safe.*

TYPED NAME, GRADE & AFSN OF OFFICER IN CHARGE	SIGNATURE

1 D FORM 6 SEP 53 277

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(E X A M P L E)

Combination of Safe No. _____, Plans Section, Directorate of Operations, Bldg. 1201, Valid as of 1 Sep 53.

This envelope will not be opened except by written authority of Commander, 308th Bombardment Wing M, (Commander/Director), or in case of grave emergency. This envelope will only be opened by personnel cleared for _____.

Following persons have knowledge of the combination inclosed in this envelope:

Maj H. A. Jones

1st Lt B. J. Finch

T/Sgt R. K. Glad

(Inner Envelope)

Incl #2

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT: Detail of Personnel

TO: Commander, 373d BS, 374th BS, 375th BS, and 3ARS

FROM: Wing Security Officer

DATE: 28 Sept 53

COMMENT NO. 1

Capt Hogg
Ext 603

1. The above organizations will be required to furnish five men per day for wing detail effective Monday 28 September 53. Until further notice this number may vary from 3 to 6 depending on the situation. Each unit will furnish an additional two (2) men on Saturday and Sunday and Holidays.

2. These men will be used as a 308th Security Force to supplement the base security forces on the flight line in the 308th area only, and will relieve the individual Squadrons of the chore of keeping their operations section open during non duty hours to serve as Security Headquarters.

3. This force will be under the Commander of the guard and will report to central security control Bldg 1190, Ext 134 for briefing, at time indicated below. The men will be detailed by the first sergeant, from the squadron duty roster.

4. The 373d and 374th BS personnel will report for briefing at 1630 with side arms and ammo. The 375th and 3ARS personnel will report at 2400 hours with side arms and ammo. This schedule will reverse each Monday.

5. The men going on post will be informed that they are sentries and will be expected to conduct themselves as such. Every man will know his General Orders and enforce them.

6. Each shift will be checked at least once by one of the squadron security officers. (Schedule will be worked out later) and a written report will be submitted to Wing Security Officer.

BY ORDER OF THE COMMANDER:

JOHN M. KIRKLIN, Major, USAF
Executive Officer

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DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DOT 353 23 September 1953

SUBJECT: October Master Ground Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for October. Due to conversion to newer type aircraft, the following priority will be observed throughout the month for all ground training items: (1) Flying Safety, (2) Altitude Chamber Indoctrination, (3) Advanced Survival, (4) Judo, (5) Synthetic trainers, (6) B-47 MTD if available, (7) other ground training items depending upon the number of personnel available for utilization. For purpose of this schedule the 308th Air Rflg Sqdn is considered a tactical organization.

2. Subjects listed with an asterisk (*) are applicable to all squadrons. The remaining subjects, with minor exceptions, apply only to the four tactical squadrons.

3. It is imperative that all suspense dates in the schedule be met when submitting names of personnel to attend the various on or off-base training courses. Any cancellations, changes, deletions, etc., will be made through Wing Ground Training Section.

BY ORDER OF THE COMMANDER:

1 Incl
October Grnd
Trng Schedule

J.H. THOMPSON
Col., USAF
Director of Operations

DISTRIBUTION:

18 ABTF	10 3DOT
1 3WCO	1 3DOF
1 3WDCO	1 3DOS
3 3WADJ	1 3DOSO
1 3DP	1 3DOECM
8 3DO	1 3DOG
1 3DOO	1 3DM
1 3DOA	1 3WCOP
1 3DOI	1 ea Sq CO
1 3DOC	1 ea B Sq Ops/O
1 3DOP	2 ea Sq Trng/O

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308TH BOMBARDMENT WING M
October Master Ground Training Schedule

*1. Management: Base level management instruction for company grade officers and 7-level NCO's will be conducted on the 5th and 19th of October. This wing is commited to send 6 qualified personnel to each of these classes. Squadrons will be notified by 3DP of their respective commitments to this course. Classes will be held in Bldg. 916 starting at 0800 hrs. Classes are of two weeks duration.

*2. ABC Defense: Movies on this subject will be shown during the month only on the following dates and at times indicated:

7 Oct 53 -----1300-1530 hrs
14 Oct 53 ----1300-1530 hrs
21 Oct 53 ----1300-1530 hrs

For personnel who have had the basic course prior to 1 Jan 53 these movies will serve as the two hour refresher. For personnel who have never had the basic course, the two hours may be considered as part of the six hours required by letter from Second Air Force. Roll slips will be distributed to all in attendance by a representative of ABCD.

*3. ABC Defense - Annex I: This training will be delayed pending assignment of an ABC officer at wing level.

*4. Basic Weapons: Squadrons will continue to schedule periods of small arms firing as necessary. The range may be scheduled by calling Base Training Aids Section, Ext. 342.

*5. Security: Wing and/or Squadron Security officers will continue to administer the five-hour Phase I Security indoctrination program to all personnel who need it including the test on "Safeguarding Military Information." The subject outline for Phase II will be given when subject matter is distributed as deemed necessary by higher headquarters.

*6. Flying Safety: Schedule to be announced at a later date.

7. Physiological Training: Two quotas are available for this wing on 8 and 22 Oct 53. Personnel projected into the B-47 program will be sent on these two dates. MacDill AFB has approved quotas on 3, 10, 17, and 24 Oct for personnel of the Air Rflg Sodn, pending coordination with Hdqts, 2AF a firm read on these quotas will be delayed. Special order requests will be submitted by the Wing Ground Training Section upon notification from the squadrons as to who will attend. Personnel attending will have in their possession oxygen mask and helmet. Arrangements have been made with the Flight Surgeon to examine personnel each Tuesday at 1300 hours before departing for the Chamber.

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8. Physical Conditioning: For Phase I and Phase II training see attached schedule. The attention of tactical squadron training officers is invited to the new regulation governing this training, ie, SAC Reg 50-2 dated 11 August 53, which becomes effective 1 Oct 53. Personnel participating in Phase III will be scheduled for three hours of controlled sports each week.

9. Code: See attached schedule G.

10. First Aid: The following is quoted from Suppl V, 2 AFR 50-6, "When proficiency is established by adequate written test prepared by medical agencies, hours required need not be accomplished." First Aid Tests may be obtained from the Air Base Training Flight. Squadrons are reminded that the instruction and/or test must be accomplished annually.

11. Basic Survival: This five day course will be conducted on 12 and 26 Oct. Three bomb squadrons will be required to send any 1234's, 1241's or 1524's who have not completed this course. Personnel of the Air Rflg Sqdn may attend on both these dates if desired. The survival school can handle a minimum of 10 and a maximum of 25 men in each course. Roster of personnel to attend this training will be forwarded to 3DOT on Friday preceding class starting date.

12. Operation and Mvmt of Acft on Grnd: This is a semi-annual requirement. Squadrons will make arrangements for personnel to be tested [illegible] with the Base Motor Vehicle Training School. Pilots are exempt from this training.

13. Synthetic Trainers: See attached schedules A, E, F, and H.

14. ECM Indoctrination: Squadron ECM Officers will continue to give these lectures to key staff personnel and combat crew members during regularly scheduled ground training programs.

15. Skeet: See attached schedule B.

16. Intelligence: Schedule to be announced at a later date.

17. GG Range: See attached schedule C.

18. Base Instrument School: Two instrument courses are scheduled during the month in Bldg 1288 on 1 and 2 Oct and again on 15 and 16 Oct 1953----starting time 0800 hours. Pilots whose instrument card is due to expire within sixty days of the above dates will be scheduled for one of these courses. Names of personnel to attend will be submitted to the Wing Ground Training Section in duplicate not later than two working days prior to the course starting date.

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19. Special Weapons Refresher: A comprehensive 4½ day course will be given to PLC teams on 8, 9, 10, 12, and 13 Oct 53. Personnel attending this course will also attend a similar but accelerated course on 29, 30, and 31, Oct. Refresher training for BC's will be given on 5, 6, 7; 14, 15, 16; 19, 20, 21; and 26, 27, 28 Oct 53.

20. Character Guidance: All military personnel are required to attend one lecture per month, ref: 2AF Reg 165-1. These lectures will be conducted in the Base Theater by the Base Chaplain in accordance with the following schedule:

323rd, 374th, 375th, and 308th Air Base Gadn

1600 hrs, Friday 9 Oct 53
1100 hrs, Saturday 24 Oct 53

308th FM, PM, M&E, and Hdqts Squadrons

1100 hrs, Saturday 10 Oct 53
1600 hrs, Friday 23 Oct 53

21. Advanced Survival: Two quotas for this training will be filled on 7 and 23 Oct 53. The 375th Bomb Squadron will furnish one B-47 crew equivalent on 7 Oct and the 308th ARS two (2) KC-97 crew equivalents on this date. The 308th ARS will furnish four (4) equivalents on 23 Oct. Special Orders covering personnel scheduled for this training must be forwarded so as to arrive at Stead AFB, Nevada five days prior to class starting date, ref: SAC Reg 53-1. In accordance with the above, it is mandatory that lists of personnel to attend be forwarded to 3DOT eight days prior to class starting date. All personnel in attendance must have in their possession a Basic Survival Progress check sheet or equivalent thereof.

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OCTOBER MASTER GROUND TRAINING SCHEDULE (cont'd)

A. LINK TRAILER SCHEDULE

Dates	1100-1200	1300-1400	1500-1600
1 Oct	373	374	375
2 "	3ARS	373	374
5 "	375	3ARS	373
7 "	374	375	3ARS
8 "	373	374	375
9 "	3ARS	373	374
12 "	375	3ARS	373
14 "	374	375	3ARS
15 "	373	374	375
16 "	3ARS	373	374
19 "	375	3ARS	373
21 "	374	375	3ARS
22 "	373	374	375
23 "	3ARS	373	374
26 "	375	3ARS	373
28 "	374	375	3ARS
29 "	373	374	375
30 "	3ARS	373	374

Note: Two (2) Trainers may be utilized for each period shown above.

B. SLED SCHEDULE

Dates	1300-1500	Dates	1300-1500
1 Oct	373	19 Oct	373
2 "	374	20 "	374
5 "	375	21 "	375
6 "	373	22 "	373
7 "	374	23 "	374
8 "	375	26 "	375
9 "	373	27 "	373
12 "	374	28 "	374
13 "	375	29 "	375
14 "	373	30 "	373
15 "	374		
16 "	375		

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OCTOBER MASTER GROUND TRAINING SCHEDULE (cont'd)

373rd - 6, 13, 20, and 27 October 1953
374th - 7, 14, 21, and 28 Oct
375th - 2, 9, 16, 23, and 30 Oct

One crew will be sent on each date.

D. PHYSICAL CONDITIONING SCHEDULE

Dates	0830-1030	0930-1130	1030-1230
1 - 2 October	373	374	375
5 - 9 October	375	373	374
12 - 16 October	374	375	373
19 - 23 October	373	374	375
26 - 30 October	375	373	374

No Judo on 8 and 9 Oct; Excercises as usual on these dates.

E. E-14 TRAINER SCHEDULE

373rd - Trainer #3043, entire month
374th - Trainer #3077, entire month
375th - Trainer #2125, entire month

Each Squadron will furnish an instructor for the trainer assigned.

F. E-26 TRAINER SCHEDULE

Dates	1300-1400	1400-1500	1500-1600	1600-1700
1 - 2 Oct	375	373	374	375
5 - 9 Oct	373	374	375	373
12 - 16 Oct	374	375	373	374
19 - 23 Oct	375	373	374	375
26 - 30 Oct	373	374	375	373

The pedestal sight will be used on Mon-Thur and the Ring sight will be used on Friday.

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G. CODE SCHOOL SCHEDULE

373rd - 1300-1400 hrs, entire month
374th - 1400-1500 hrs, entire month
375th - 1500-1600 hrs, entire month
308th Air Rflg Sqdn - 1600-1700 hrs, entire month

The code school has facilities to train 10 beginners, 10 men who are semi-proficient, and 5 radio operators simultaneously.

H. LORAN TRAILER SCHEDULE

Dates	0800-0900 hrs	0900-1000 hrs	Dates	0800-0900hrs	0900-1000 hrs
1 Oct	373	374	16 Oct	373	374
2 "	375	3ARS	19 "	375	3ARS
5 "	373	374	20 "	373	374
6 "	375	3ARS	21 "	375	3ARS
7 "	373	374	22 "	373	374
8 "	375	3ARS	23 "	375	3ARS
9 "	373	374	26 "	373	374
12 "	375	3ARS	27 "	375	3ARS
13 "	373	374	28 "	373	374
14 "	375	3ARS	29 "	375	3ARS
15 "	373	374	30 "	373	374

Reference Suppl XV, 2AFR 50-6: 1241's, 1524's and all simple aural observers are required to accomplish one (1) Loran calibration check annually. Each calibration check will be considered of two (2) hours duration.

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PERSONNEL STATISTICS

CAREER FIELD	AUTH-ORIZED	ASSIGNED		TURNOVER			MANNING IN REQUIRED SPECIALTIES		EXPERIENCE LEVEL	
		NUMBER	PERCENT	THIS MONTH	LAST 6 MONTHS		NUMBER	PERCENT	AUTH	ASGD
					NUMBER	% OF ASGD				
20	47	65	138	11	57	87.7	38	81	5.6	4.7
30	248	355	143	85	326	91.8	56	23	5.6	4.8
40	922	771	84	231	612	79.4	288	31	5.3	4.3
50	94	71	75	29	79	111.2	50	54	4.9	4.5
60	101	83	82	9	61	93.8	53	68	4.9	4.3
70	122	106	87	5	61	62.2	84	75	4.6	4.5
80	6	2	33	0	1	50.0	2	33	2.3	7
90	78	103	132	1	47	45.6	13	93	6.3	4.7
TOTAL AIRMEN	1616	1556	96	371	1244	79.9	584	38	5.2	4.8
TOTAL OFFICERS	380	370	97	74	432	116.7	301	81		

FOR THE MONTH OF September 1953

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10

HISTORY

OF

373RD BOMBARDMENT SQUADRON M

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 September - 30 September

1953

William R. Sundermann

WILLIAM R. SUNDERMANN
Captain, USAF
Historical Officer

Mayron H Rowe

MAYRON H. ROWE
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Richard C. Ford

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CHRONOLOGY

9 September and 10 September.	Majority of early release airmen separated from service.
10 September 1953	Aircraft # 086 sent to storage.
17 September 1953	Aircraft # 053 sent to storage.
22 September 1953	Aircraft # 736 sent to storage.
24 September 1953	Aircraft # 120 sent to storage.
25 September 1953	Squadron redesignated as a jet unit.
29 September 1953	Aircraft # 980 sent to storage.

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ORGANIZATION AND ADMINISTRATION

On 25 September, during our eighteenth month of operation, the General Order redesignating the unit as a Jet Squadron was published. This changed our entire Table of Organization and required a great deal of reclassification. With squadron strength at a minimum and no aircraft assigned, changes were not apperent immediately. However, great changes are anticipated in the next few months.

Major Edwin J. White was still TDY during the month of September and Major Mayron H. Howe continued as commander of the squadron in Major White's absence.

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PERSONNEL

On September 30th, our present for duty strength was twenty-five (25) officers and one hundred and twenty-three (123) airmen. All of our radio operators and most of our flight engineers were reassinged. In addition, most of our gunners were afforded an opportunity for discharge under the new "early-out" policy. The few remaining gunners were placed in on-the-job-training to fill critical shortages.

The remainder of our single-rated observers, with one exception, were placed on quotas for single observer school. By 30 September, all of our pilots had left for B-47 transition except Major Rowe who commanded the squadron.

Administratively, most of the month of September was spent correcting discrepancies on records, since the majority of the unit was TDY.

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OPERATIONS AND TRAINING

During the month of September the 373rd Bombardment Squadron M accomplished a total of 162:40 flying hours. A breakdown of the above total is as follows; 126:25 operational flying hours, 06:10 hours test hop and 30:05 hours ferrying aircraft. More operational hours could have been accomplished for the squadron if aircraft had been available. Under the existing conditions this organization had to use aircraft assigned to other squadrons. All flying training accomplished this month was a concentrated effort to complete a proportionate share of AFR 60-2 requirements for personnel departing this station for the Training Command and for B-47 transition training.

A summary of the many operations personnel changes for this month is as follows: Twenty pilots have departed this organization TDY to Wichita Air Force Base, Kansas and fourteen pilots have departed this organization TDY for Pinecastle Air Force Base, Florida to receive B-47 transition training and checkouts. Captain Bernhoff, Captain Garrott and Lt. Parnelle were sent TDY to Pinecastle Air Force Base to attend a four week ground school course for 1521 (B-47) observer. Captain Peters, Lt. Medlock, Lt. Hill and Lt. Silver were transferred to Ellington Air Force Base, Texas for the purpose of attending Basic Observer course. Lt. Underwood reported into the organization and assumed the duties of Communications Officer. Captain Morgan, Captain Nations, Lt. Oberdier, S/Sgt Meek and A/1C Swift were sent TDY to MacDill Air Force Base, Florida for the purpose of attending a two-week KC-97 MTD course.

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OPERATIONS AND TRAINING (CONT'D)

Ground training accomplishments continued to be high. A breakdown of the monthly 50-6 report is as follows:

Subject	Number Trained
Intelligence	65
Management Training	65
Judo	4
Code Training Part I	22
Code Training Part II	8
Code Training Part III	19
First Aid	65
ABC Defense	58
ABC Defense Annex I	10
Basic Weapons	145
Ocean Survival	65
Swimming Proficiency	65
Basic Survival	65
Refresher Survival	59
Operations and movement of acft on the ground	15
Security	133
Ammo Loading	64
ECM Training	2
Pilots Specialist Training	42
Bombardiers Specialist Training	5

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OPERATIONS AND TRAINING(CONT'D)

Subject	Number Trained
Navigators Specialist Training	3
Flight Engineers Specialist Training	11
Radio Operators Specialist Training	13
Radar Observer Specialist Training	4
Gunners Specialist Training	38
Skeet	40
Specialized Weather Training	4
ECM Indoctrination	61
Advanced Survival	62
Character Guidance	64

Basic Survival School was completed during this month by the following Officers: Lieutenants N. P. Sullivan, A. J. Rohde, and A. Y. Maushart. Advanced Survival was completed by the following Officers: Lieutenants N. P. Sullivan, A. J. Rohde, A. Y. Maushart, B. D. Jennings, and R. H. Erbe. Special B-47 Altitude Chamber Courses at MacDill Air Force Base was attended and successfully completed by the following Officers: Major Cunningham, Captain Davis, Captain Henry, Captain Lane, Lt. Craven, Lt. Dills, Lt. Erbe, Lt. Nissen and Lt. Savage.

A percentage breakdown of personnel having completed the above mentioned courses is as follows: Basic Survival 77%, Advanced Survival 62% and Altitude Chamber 89%. These percentages were figured to include personnel of this organization presently TDY at Mather Air Force Base.

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OPERATIONS AND TRAINING (CONT'D)

During this month all aircraft assigned to the 373rd Bombardment Squadron M were ferried to depots so that they could be stored. At present the Operations Section is endeavoring to bring all records and charts up to date. Organizational charts and charts pertaining to training are being revised to meet the needs of the B-47 program.

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MAINTENANCE

On 1 September, the Engineering Section had five (5) aircraft and seventy (70) airmen assigned. By 30 September, we had dispatched all of our aircraft to storage and sent forty-three (43) airmen to B-47 school. Replacements brought the section strength to eighty-two (82) men. Personnel were kept busy turning in and drawing bench stock, filing of new T.O.'s, and painting. A daily policing of the ramp was initiated to insure trouble-free jet engine operation.

The total flying time for the squadron was 126:25 hours. There were 35,197 gallons of fuel and 210 gallons of oil consumed during the month.

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SUPPLY

The month of September was spent by this section holding a physical inventory pending the transfer from B-29 UPREAL to B-47 UPREAL. This project was initiated late in the month and the section is still in the process of closing out the old book.

The supply section was kept very busy during the month due to the early discharge and numerous reassignments and TDY's of our personnel. An unusually large number of statements of charge had to be initiated on missing tools and clothing.

Due to the impending transfer of Captain Blackburn to Ellington Air Force Base, Texas, Lieutenant Roger L. Simon was introduced to supply section to prepare to take over as supply officer. Lieutenant Simon was assigned supply duties in one of his previous units and is expected to take over these new duties without the least dificulty.

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Morning Report for 31 August 1953

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Squadron Files of Form 1's

Squadron 50-6 Report

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KEY PERSONNEL

COMMANDER . . . . . MAJOR MAYRON H ROWE

ADJUTANT . . . . . CAPTAIN WILLIAM R SUTTERMANN

OPERATIONS OFFICER . . . . . MAJOR HAYWOOD C VAUGHAN

ENGINEERING OFFICER . . . . . 1ST LIEUTENANT DONALD E CRAVEN

SUPPLY OFFICER . . . . . CAPTAIN MARION D BLACKBURN

INTELLIGENCE OFFICER . . . . . 2ND LIEUTENANT DENIS R BAIER

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Monthly Historical Report

374th Bomb Squadron
308th Bomb Wing

S.A.C.

11

September 1953

Hunter Air Force Base
Georgia

John F. McHugh
JOHN F. McHUGH
Major, U.S.A.F.
Commander

Carl W. Hathaway
CARL W. HATHAWAY
Captain, U.S.A.F.
Historical Officer

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Chronology

Day of Month	Event
1	1/Lt. Dante S. Reale replaced 1/Lt. Oliver L. Butner as Squadron Intelligence Officer.
2	B-29 #44-62019 transferred to Randolph AFB, Texas.
10	Flying Safety meeting scheduled. B-29s #44-61881 and 44-61959 transferred to Randolph AFB, Texas.
11	Wing Security lectures supervised by Captain Joseph Hogg. 24-hour guard posted on aircraft. Captain William Coffman replaced Major Frederick Millsap as acting Operations Officer. 1/Lt. Fred Christman replaced Major Loren Millifland as acting Ground Training Officer.
12	Acting Commander, Major Russell K. Weller, gave a talk to the first three graders.
14	Major John F. McHugh replaced Major Russell K. Weller as acting Commander.
15	B-29 #44-69937 transferred to Randolph AFB, Texas.
17	B-29 #44-87598 transferred to Randolph AFB, Texas.
19	Inspection of quarters and airmen by Major John McHugh. Preparation of two aircraft and crews to search for a missing WB-29 between Hunter AFB and Bermuda.
22	B-29 #44-61765 transferred to Randolph AFB, Texas.
24-27	Hurricane alert for "Hurricane Florence".
29	Squadron Meeting in support of Community Chest Drive. B-29 #44-70086 transferred to Tinker AFB, Oklahoma.
30	B-29 #44-62121 transferred to Davis-Monthan AFB, Arizona. Pay Day.

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Chapter I

The 374th Bomb Squadron, 306th Bomb Wing was re-activated as a B-29 bomb squadron on 10 October 1951 at Forbes Air Force Base, Kansas (1) and continued as a B-29 unit until 25 September 1953 when it was re-organized as a B-47 squadron. (2) Under the B-29 Table of Organization (3) there had been 62 officers and 147 airmen authorized with combat crews consisting of 50 officers and 70 airmen. Under the new B-47 Table of Organization (4) there will be 66 officers and 106 airmen authorized of whom 45 officers only will be combat crew members.

During September the last B-29s of the wing were flown away and transferred to Training Command units or placed in storage. Most of the combat crew officers were absent from the base attending training courses in preparation for reception of the B-47-E aircraft which are expected to start arriving early in December. Many single-rated pilots and observers were transferred to other units either for duty or additional training. The navigators were being sent to the 306th Air Refueling Squadron along with some pilots, flight engineers, radio operators and a few gunners who will become boom operators. The remaining gunners, flight engineers and radio operators were grounded. Many will be separated from the service soon; some will be re-trained in other career-fields. It will be a serious dislocation

(1) S.O. #75, Hq. SAC; ref. 374 B.S. Historical Report 10 Oct 51, page 1.
(2) S.O. #62, Hq. SAC, 3 September 1953. (See Appendix VI)
(3) Table of Organization 1-1110T.
(4) Table of Organization 1-1178T.

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of their career plans, but one made necessary by the new type of aircraft and the changed organization best adapted to them.

During the month Major John F. McHugh replaced Major Russell K. Weller as acting squadron commander, Captain William F. Coffman replaced Major Frederick M. Millsap as acting operations officer and 1/Lt. Fred Christman and 1/Lt Reginald Petty divided the duties of Ground Training Officer, Major Loren A. Gilliland.

On the 12th of September Major Weller held a meeting with the first three graders, discussing with them problems surrounding their duties, responsibilities and privileges. A week later Major McHugh inspected the airmen and their quarters. On the 29th of the month a meeting was held by the squadron in support of the Community Chest drive for the Savannah area.

As there are many airmen arriving in the squadron who are new in the service, a program has been initiated by which they are interviewed in small groups in an attempt to aid them in forming constructive attitudes and habits, teaching them military customs and utilizing the first three graders in the program.

In the 306th Bomb Wing's rating system, the 374th Bomb Squadron arose to third place out of eight, its highest rating to date.

As the sixth hurricane of the season moved northward across the Gulf of Mexico, crossing the coast near Eglin Air Force Base, Florida, two B-29 crews were formed to fly out the two aircraft which could be flown at that time. Although they were held in readiness from the 24th to 27th, the storm decreased rapidly after crossing the coast and the crews were not used.

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Chapter II

Personnel (1)

Strength figures for the 374th Bomb Squadron for the last day of August and the last day of September 1953 are given for purpose of comparison:

31 August 1953 (2)

	For Duty	N/For Duty	Total	Sick	Lv.	T.D.Y.	Total	Aggregate
Officers	50	1	51	0	9	24	33	84
Airmen	156	1	157	1	12	27	40	197

30 September 1953 (3)

	For Duty	N/for Duty	Total	Sick	Lv.	T.D.Y.	Total	Aggregate
Officers	29	1	30	0	4	46	50	80
Airmen	136	1	137	1	4	40	45	182

The seemingly unending transfers of personnel into the squadron and out of it which began in August continued throughout September with the accompanying processions of personnel coming back from temporary duty assignments or departing for such an assignment. But it is all for a definite purpose and all a part of forming a trained B-47 bomb squadron of this squadron and sending to the newly-formed 306th Air Refueling Squadron some properly trained personnel trained for their

(1) Unless otherwise indicated, contents of this chapter was obtained from Morning Reports of 374th Bomb Sq., 308th Bomb Wing, Sept. 53.
(2) Morning Report, 374 B.S., 308 B.W. 31 August 1953.
(3) ibid 30 September 1953.

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needs. These and other normal assignments of personnel for September are listed in detail in Appendix I.

Incoming personnel newly assigned to the 374th Bomb Squadron included four officers, two pilots AOB and tow single-rated pilots from the 373rd Bomb Squadron, this wing. One of the single-rated pilots is a personnel officer as well. A pilot AOB was also received from the 375th Bomb Squadron, this wing and an aircraft maintenance technician from the Periodic Maintenance Squadron, this wing.

Four personnel from the 2nd Bomb Wing, this base were transferred into this squadron, including Major John F. McHugh, 11 527[illegible], who was appointed acting commander of the squadron. An observer from the 2nd Air Refueling Squadron and two aircraft maintenance technicians from the 2nd Periodic Maintenance Squadron were the remaining personnel received from the 2nd Bomb Wing.

A pilot and five observers were received from Headquarters, 804th Air Base Group, this base.

One senior aircraft mechanic was transferred into the 374th Bomb Squadron from the 40th Air Division at Turner Air Force Base, Georgia, 15 apprentice aircraft mechanics from Amarillo Air Force Base, Texas and two more from Sheppard Air Force Base, Texas. An electronics counter-measures officer and an apprentice engine mechanic came from Keesler Air Force Base, Mississippi.

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A pilot AOB and a single-rated pilot were transferred to the 373rd Bomb Squadron; this wing, a newly-assigned pilot was re-assigned to the 375th Bomb Squadron, this wing. Two pilots, two navigators, four maintenance men, three flight engineers and three gunners were transferred to the 306th Air Refueling Squadron, this wing. Another aircraft maintenance technician was transferred to the 306th Periodic Maintenance Squadron and an aircraft maintenance officer to Headquarters, this wing.

A pilot AOB and an observer were transferred to the 96th Bomb Squadron, 2nd Bomb Wing, this base.

Two airmen were re-assigned to the 804th Air Base Group, this base. They were one gunner to Headquarters and an apprentice air transportation specialist to the 804th Air Police Squadron.

A pilot and two bombardiers were re-assigned to the 3605th Navigation Wing, Ellington Air Force Base, Texas for the navigation-bombardment course to be started there and completed at Mather A.F.B., California.

A flight engineer was trained for B-36s while assigned to this squadron and was re-assigned to Biggs Air Force Base, Texas and two gunners were re-assigned, one to Sheppard Air Force Base, Texas and the other to Fort Belvoir, Virginia.

Nine pilots AOB, nine single-rated pilots and one observer went to Wichita Air Force Base, Kansas on temporary duty for B-47 training.

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Four pilots AOB, four single-rated pilots and five observers went to Pinecastle Air Force Base, Florida on temporary duty for B-47 training and four observers went to Stead Air Force Base, Nevada to attend Advanced Survival, completed the course and returned. One bombardier went on temporary duty (pending EDCSA) to Ellington Air Force Base, Texas where he will attend the observer course, later going to Mather Air Force Base, California to complete it.

Twenty-one mechanics went on temporary duty to Amarillo Air Force Base, Texas to attend the aircraft maintenance course for B-47s. One flight engineer went on temporary duty to Chanute Air Force Base, Illinois to attend Engine Analyzer training. A gunner went to Lowry Air Force Base, Colorado for B-36 turret system training. One officer went to Squadron Officer School at Maxwell Air Force Base, Alabama and two officers were on temporary duty as 263 Property Officers on aircraft being transferred out of the squadron.

Three pilots AOB and three single-rated pilots who were on temporary duty on the first of the month returned from Sandia Base, New Mexico and three officers (two pilots and an observer) similarly returned from survival training at Stead Air Force Base, Nevada. One pilot AOB returned from pilot's instrument course at Moody Air Force Base, Georgia. A pilot returned from Travis Air Force Base, California where he had been sent to obtain some B-36 experience. Six gunners returned from Lowry Air Force Base, Colorado where they had attended B-36 turret system school. A flight engineer and mechanic returned

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from West Palm Beach, Florida where they had completed KC-97 training preparatory to eventual transfer to the 303th Air Refueling Squadron and six maintenance personnel returned from MacDill Air Force Base, Florida where they had completed KC-97 familiarization training in preparation for transfer to the same squadron.

Five officers were released under the current reduction in force, two of these releases being effective the last day of August and the others in September. Four airmen were discharged to relieve hardships at home and 17 were given early releases at their request, three of the 17 being effective the last day of August.

One airman was absent sick at another military establishment and another airman who had over-stayed a leave was returned to the base and to duty.

Forty-nine airmen, all gunners, were grounded effective the first day of October, as their flying specialty no longer exists in this wing and there is no shortage of gunners elsewhere. (1)

(1) Aeronautical Order #31, 38th Air Division, dtd 24 September 1953. See Appendix III.

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Chapter III

Operations

During September there was a slight decrease in total flying time for the squadron. Emphasis was placed on completing a proportionate part of flying requirements under SAC Reg. 60-2 as required by SAC Reg. 60-17 when a person on flying status leaves his own base to attend a service school. This would have presented no especial problem except that this flying had to be accomplished by crews and many of the flying crews were in part absent from the base on temporary duty attending courses preparatory to entering the B-47 program. (1) In order to comply with the crew integrity rule, all flying had to be limited to the local area since none of the observers present for duty were assigned to either of the two crews of the squadron which could meet the test of crew integrity. Within these seemingly conflicting regulations the following flying was accomplished: (2)

Transition flying	68:30
Instrument checks	36:00
Test flights	3:55
Ferry flights	8:00
By other squadrons	:55
total	177:20

This flying included 20 sorties and 36 landings. Individuals flying with other units logged 129:25 hours of individual flying.

(1) See Appendix II for TWX containing the squadron's instructions.
(2) A.F. Form 7, Part I for aircraft of the 374th Bomb Squadron for September 1953.

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During September the remaining B-29 aircraft were transferred to the Training Command or sent to Tinker Air Force Base, Oklahoma or to Davis-Monthan Air Force Base, Arizona for storage. Thus, as the month drew on there were fewer and fewer aircraft available to be flown, although there were but two crews available throughout a great portion of the month.

On the 11th of September Major Frederick Millsap departed for Wichita Air Force Base, Kansas to attend B-47 transition and the duties of Operations Officer were given to Captain William F. Coffman who performed these duties until the end of the month. At the same time Major Loren A. Gilliland departed for Wichita Air Force Base for his B-47 transition and 1/Lt. Fred Christman took over his duties as Ground Training Officer.

Since certain equipment in the aircraft of this wing needed to be guarded to assure that it remain in the aircraft, a 24-hour guard was posted on all aircraft of this wing starting the 11th of September. While this guard detail fell largely to the gunners who were otherwise largely idle, it served the double purpose of giving them training in the duties of a guard and of assuring that no crew of any aircraft would make up its shortages at the expense of another.

From the 24th to the 27th of September there was a hurricane alert as a storm (called "Florence") developing in the Gulf of Mexico which moved northward across the western portion of Florida and diminished as it penetrated into Georgia. Heavy rains preceding the storm soaked the vicinity, but no high winds reached the base. In anticipation of possible difficulty, two crews were formed to fly out the only two aircraft which could be flown. (See Appendix IV.)

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Ground Training

With the decreased flying and the transfer of B-29 aircraft from the wing, the ground training program might well have become the prime interest of the squadron except that it became necessary to place a 24-hour guard on all aircraft after the 11th of September. This so occupied the time and efforts of the airmen that no accelerated ground training program was established. The guard was placed on the aircraft at the order of the wing commander as assurance that no property from one aircraft would be taken to equip another, thereby making up shortages.

The following ground training was accomplished: (1)

Base Instrument School	9 pilots
Ultrasonic Trainer	28 hours
Link Trainer	37 hours
Bomb Trainer	7 hours
Loran Trainer	5 hours
B-14 Trainer	41 hours
Controlled athletics	378 hours
Physical conditioning	160 hours
Skeet	3 crews
Character guidance	100% attendance

Attendance at Base Instrument School and at Link Trainer were in line with the Operations Section's efforts to complete 60-2 requirements for all flying personnel. The presence of four radar

(1) Records of the Ground Training Officer, 374th Bomb Sq., 308th Bomb Wing for September 1953.

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operators and of one B-47 Observer most of the month made possible more Ultrasonic Trainer time than was possible for the other squadrons of this wing who lacked such personnel. As the trainer available is an AN/APQ-13, the value of this training is very open to question. B-29 crews were broken up early in the month leaving but two such crews by the middle of the month and both these were incomplete. This break-up was due to many causes, principle of which was the departure of personnel for B-47 training, transfer, or discharge. In spite of this and the extensive guard duty of the gunners, three crews shot skeet during the month. This is carried as ground training even though there is no connection between skeet and any crew member's duties now that flexible gunnery is out-moded. The same lack of connection exists between ground training and the Character Guidance program at which the squadron made a 100% showing. With the passing of the guard detail, or its reduction at the end of the month, the ground training program should face quite different problems in October.

Intelligence

Due to transfers of combat crew members and the departure of others on temporary duty for B-47 training, it was impossible to make further training progress in the Intelligence field for crew members and this phase of training remained 41.2% complete. A series of Security was given at a wing level.

Security

During September the guard detail at the aircraft was the center of the Security Section's activity. One security checker made a successful penetration; others were repelled or apprehend-

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ed. As the month progressed, the guards became more proficient at their duties, but by the end of the month, the last of the B-29s was flown out.

During September it became apparent that there had been much carelessness in the handling of and disposal of classified documents within the 374th Bomb Squadron. This unfortunate situation was revealed in respect to the loss of some Radar Bomb Site score cards. There had been 15 of these in the squadron and there were none left when the Wing Commander learned of the case and ordered a thorough investigation to determine what had happened to them. The first investigating officer was Captain James F. Kane, but he was separated from the service in the Reduction in Force before finding any of the missing material. The investigation then was given to 1/Lt. Donald D. Pongrace who recovered one card and obtained certificates of destruction accounting for seven more. Then he was transferred to the 306th Air Refueling Squadron and the investigation became the duty of 2/Lt. William E. Holt who had obtained one more certificate of destruction and continuing the investigation which is all the more difficult since it involves officers who have transferred from this squadron some time ago.

To prevent a similar unfortunate recurance, 1/Lt. Rigoberto Rodriguez (Squadron Adjutant) was appointed Classified Document Control Officer.

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Chapter IV

Aircraft Maintenance and Supply

The 374th Bomb Squadron had eight B-29 aircraft at the start of the month of September. Page 13 of the 374th Bomb Squadron's August Historical Report is in error in that it omits the serial number of one of the squadron's aircraft. The squadron began the current month with the following aircraft:

Aircraft Serial No.
44-61765
44-61861
44-61959
44-62019
44-62121
44-69937
44-70086
44-87598

All these aircraft were transferred out of the squadron during September 1953 to the units and on the days listed in the Chronology on page 1 of this report.

During September there was one engine change, two cylinder changes and 19 post flight inspections. Much of the activity of the section was directed toward preparation of the aircraft for transfer. During September the aircraft logged 104:30 flying hours exclusive of test and ferry flights.

Supply

The activities of the Supply section were routine. The inventory of UPREL and Plant Account Prorerty started in August continued.

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Chapter V

Miscellaneous

Preparation for Search Mission

At about 1400 on 18 September 1953 a WB-29 took off from Hunter Air Force Base, Georgia on a flight to Kindley Air Force Base, Bermuda.

When the Operations personnel of the 374th Bomb Squadron reported at their section the morning of the 19th of September, preparations were being made to participate in a search for the WB-29 which had not been contacted since its departure. Aircraft #44-62121, a B-29 of the 374th Bomb Squadron was being prepared for the search and was to be flown by a crew from the 375th Bomb Squadron. Captain Courtney Charlton and crew were to fly B-29 #44-70065 and Captain Harold Cothran and crew would test-hop, then fly a B-29 assigned to the 375th Bomb Squadron, plane #44-70045. The extra "Gibson Girl" radios were borrowed from the 2nd Bomb Wing and all was in readiness to depart when word was received that the lost plane's crew had been sighted. The crews stood by at Operations until official confirmation was received, then stood down.

ADDENDA

Captain George A. Meuse, Aircraft Maintenance Officer of the 374th Bomb Squadron, was transferred to the 306th Air Refueling Squadron on 21 September to serve as Aircraft Maintenance Officer of that Squadron.

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Glossary

Abbreviation	Meaning
Acft eng mech	Aircraft engine mechanic
AFB or A.F.B.	Air Force Base
Apr	Apprentice
Flt Engineer	Flight Engineer also called Engineer Technician
Int. Oper Sp	Intelligence Operations Specialist
Pilot AOB	Pilot, aerial observer bombardier. A quadruple-rated pilot.
Reg.	Regulation
SAC or S.A.C.	Strategic Air Command
TWX	Telegram

Crew positions : Appendix IV.

A.C.	Aircraft Commander
P	Pilot (co-pilot of the crew)
N	Navigator
V.O.	Radar Operator
F.E.	Flight Engineer also called Engineer Technician
R.O.	Radio Operator
G	Gunner

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Bibliography

Morning Reports of the 374th Bomb Squadron, 308th Bomb Wing for 31 August 1953 and for each day of September 1953.

Aeronautical Order #31, 36th Air Division, dtd. 24 September 1953.

AF Form 1, Part I for all aircraft of the 374th Bomb Squadron for September 1953.

Records of the Ground Training Officer, 374th Bomb Squadron for September, 1953.

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Key Personnel

The following were key personnel of the 374th Bomb Squadron at the end of September 1953:

Lt. Col. John O. Vick	Squadron Commander
Major John F. McHugh	Acting
1/Lt. Rigoberto Rodriguez	Adjutant
Major Russell K. Weller	Operations Officer
Capt. William F. Coffman	Acting
Capt. Carl W. Hathaway	Squadron Observer
Major Loren A. Gilliland	Ground Training Officer
1/Lt. Reginald Petty 1/Lt. Fred Cristman	Acting
2/Lt. James L. Wallace	Aircraft Maintenance Officer
2/Lt. Charles T. Wingard	Supply Officer
M/Sgt. James R. Bond	First Sergeant

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APPENDIX I

Personnel (1)

Incoming Personnel (P.C.S.)

Four officers from the 373rd Bomb Squadron, this wing:

Lee, Robert E.	Captain	AO 819 832	Pilot
Harris, Roy L.	Captain	17 560 A	Pilot AOB
Lehn, Denis J.	Captain	AO 721 452	Pilot AOB
Ferrara, Vincent L.	1/Lt.	AO 558 112	Personnel Off.

One officer from the 375th Bomb Squadron, this wing:

Sanders, Stephen J.	Captain	17 535 A	Pilot AOB

From the 308th Periodic Maintenance Squadron, this wing, one airman, an aircraft maintenance technician:

McKenzie, Jesse	M/Sgt.	AF 6 947 164

From the 20th Bomb Squadron, 2nd Bomb Wing, this base, one officer:

McHugh, John F.	Major	11 527 A

From the 2nd Air Refueling Squadron, 2nd Bomb Wing, this base, one officer:

Dollard, Oakley J.	1/Lt.	AO 2 221 931	Observer

(1) All data for this appendix obtained from Morning Reports, 374 B.S. 308th B.W. for September 1953.

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From 2nd Periodic Maintenance Squadron, 2nd Bomb Wing, this base, two airmen: (both aircraft maintenance technicians)

Allen, Joseph R.	T/Sgt.	AF 18 295 252
Frasier, Bobby	S/Sgt.	AF 6 971 084

From Headquarters, 804th Air Base Group, this base, six officers:

Curnon, Robert L.	Captain	AO 676 326	Observer
Mills, Eldon G.	Captain	AO 795 806	Pilot
Vieser, Walter N.	Captain	AO 759 880	Observer
Watzke, James R.	Captain	AO 741 292	Observer
Kata, Joseph B.	1/Lt.	AO 2 086 679	Observer
Sabel, John F.	1/Lt.	AO 2 079 490	Observer

From Headquarters, 40th Air Division, Turner AFB, Georgia, one senior aircraft mechanic:

Hauptmann, Donald J.	A/1c	AF 17 304 929

From Amarillo AFB, Texas, 15 apprentice aircraft mechanics:

Carter, Gene W.	A/3c	AF 25 114 541
Chamberlain, Norton V.	A/3c	AF 14 406 117
Darby, Eugene V.	A/3c	AF 12 427 293
Gamble, Bryon D.	A/3c	AF 12 427 774
Harden, George P.	A/3c	AF 26 392 532
Heuermann, Herman N.	A/3c	AF 16 431 622
Hill, Kenneth W.	A/3c	AF 14 489 184
Lawrinait, Donald E.	A/3c	AF 12 433 543
McCarthy, John J.	A/3c	AF 16 433 815

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(Appr. acft. mech's con't.)

Mervenne, David H.	A/3c	AF 16 431 627
Miller, Richard W.	A/3c	AF 14 486 431
Morrissey, Walter T.	A/3c	AF 21 932 994
Raper, Willard I.	A/3c	AF 14 481 226
Schroeder, Donald R.	A/3c	AF 14 483 378
Sullivan, Richard A.	A/3c	AF 12 431 790
Whitley, Charles G.	A/3c	AF 14 486 454

From 3380th Technical Training Group, Keesler AFB, Mississippi, one officer and one airman:

Holt, William E.	Captain	AO 2 249 230	Electronics Countermeasures officer.
Saulter, Bernard C.	A/3c	AF 17 385 873	Apprentice Engine mechanic.

From 3750th Technical Training Wing, Sheppard AFB, Texas, two apprentice aircraft mechanics:

Abel, George H.	A/3c	AF 14 476 698
Leathers, Thornton	A/3c	AF 14 488 606

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Outgoing Personnel (P.C.S.)

The following personnel departed to units and bases as indicated during September 1953:

To the 373rd Bomb Squadron, this wing, two officers:

Raymer, John C.	Captain	15 310 A	Pilot AOB
Lutz, Donald R.	1/Lt.	AO 1 998 621	Pilot

To the 375th Bomb Squadron, this wing, one officer:

Dollard, Oakley J.	1/Lt.	AO 2 221 931	Pilot

To the 308th Air Refueling Squadron, this wing, four officers and 10 airmen:

Brower, Kenneth A.	Captain	AO 674 129	Navigator
Meuse, George A.	Captain	AO 820 799	Pilot & Acft. Maint. Officer.
Schreck, James O.	Captain	AO 660 916	Navigator
Butner, Oliver L.	1/Lt.	AO 2 092 517	Pilot & Intell. Officer
Hines, James J.	M/Sgt.	AF 32 322 280	Acft. Maint. T.
Sisk, Quentin R.	M/Sgt.	AF 20 449 070	Acft. Maint. T.
Swiger, Robert S.	M/Sgt.	AF 15 069 150	Flt. Engineer
Vaughan, Wesley E.	M/Sgt.	AF 19 314 379	Flt. Engineer
Praetorius, Richard T.	T/Sgt.	AF 38 366 665	Flt. Engineer
Strickland, Charles W.	S/Sgt.	AF 14 471 185	Sr. Acft. Mech.
Wollerson, Samuel D.	S/Sgt.	AF 38 519 021	Acft Maint Tech
Livensparger, Denton E.	A/1c	AF 16 378 708	Gunner
Nau, Edward J.	A/1c	AF 12 368 922	Gunner
Nequette, Paul J.	A/1c	AF 16 376 628	Gunner

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Outgoing Personnel (P.C.S.) (cont.)

To 308th Periodic Maintenance Squadron, this wing, one aircraft maintenance technician:

Allen, Joseph W.	T/Sgt.	AF 18 295 252

To Headquarters, 308th Bomb Wing, one aircraft maintenance officer:

Foglietta, Harry	Captain	AO 2 095 832

To 96 Bomb Squadron, 2nd Bomb Wing, this base, two officers:

Davis, Robert C.	Captain	17 855 A	Pilot AOB
Weiss, James A.	Captain	AO 751 691	Observer

To Headquarters, 804th Air Base Group, this base, one gunner:

Wilt, Dean A.	S/Sgt.	AF 17 321 008

To 804th Air Police Squadron, 804th Air Base Group, this base, one apprentice air transport specialist:

Dudine, John W.	A/3c	AF 12 423 425

To 3605th Navigation Training Wing, Ellington AFB, Texas, three officers:

Bathurst, William D.	1/Lt.	AO 786 880	Bombardier
Evans, George C.	1/Lt.	AO 741 977	Pilot
Graham, Frank A.	1/Lt.	AO 936 467	Bombardier

To 3750th Technical Training Group, Sheppard AFB, Texas, one gunner:

Roca, Manuel L.	A/1c	AF 12 383 543

To 95th Bomb Wing, Biggs AFB, Texas, one B-36 flight engineer:

Howell, Cecil A.	M/Sgt.	AF 34 772 866

To 3270 Technical Training Squadron, Ft. Belvoir, Va., one gunner:

Eardley, Robert C.	A/2c	AF 13 406 633

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Temporary Duty (departed)

The following personnel departed on temporary duty as indicated during September 1953:

To Wichita AFB, Kansas for transition and familiarization in B-47s

19 officers:

Gilliland, Loren A.	Major	AO 660 137	Pilot AOB
Henry, Patrick W.	Major	AO 789 470	Observer
Millsap, Frederick M.	Major	AO 666 571	Pilot AOB
Armstrong, Robert B.	Captain	AO 821 193	Pilot AOB
Bird, James E.	Captain	AO 809 026	Pilot AOB
Charlton, Courtney R.	Captain	AO 755 791	Pilot
Howard, Roy W.	Captain	AO 676 223	Pilot AOB
Lee, Robert E.	Captain	AO 690 598	Pilot
Lehn, Denis J.	Captain	AO 721 452	Pilot AOB
Oppelt, Alexander L.	Captain	10 788 A	Pilot AOB
Sanders, Stephen J.	Captain	17 535 A	Pilot AOB
Summey, Paul B.	Captain	AO 823 771	Pilot
Thompson, Robert J.	Captain	AO 827 320	Pilot
Water, James H.	Captain	AO 825 025	Pilot
Watson, James M.	Captain	24 521 A	Pilot AOB
Ferrara, Vincent L.	1/Lt.	AO 558 112	Pilot
Horn, Walter B.	1/Lt.	AO 1 912 087	Pilot
Morton, Howard D.	1/Lt.	AO 2 222 187	Pilot
Posey, Harold W.	1/Lt.	AO 714 166	Pilot

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Temporary Duty (departed) (cont.)

To Pinecastle AFB, Florida for familiarization and transition in B-47 aircraft, 13 officers:

Weller, Russell K.	Major	8 865 A	Pilot AOB
Bailey, Stanley L.	Captain	AO 819 184	Pilot
Chandler, John L.	Captain	AO 680 174	Pilot AOB
Gibson, George B.	Captain	AO 2 061 804	Pilot AOB
Hall, Duane A.	Captain	AO 811 992	Pilot
Lampp, Larry L.	Captain	AO 744 611	Pilot AOB
Payne, Jesse F.	Captain	AO 2 085 116	Observer
Dugard, William T.	Captain	AO 1 849 100	Observer
Floyd, William L.	Captain	AO 1 912 274	Observer
Lyle, John E.	Captain	AO 2 070 074	Observer
Nicodemus, John S.	1/Lt.	AO 591 010	Observer
Rusden, Harry J.	1/Lt.	AO 809 047	Pilot
Shero, Ronald D.	1/Lt.	20 345 A	Pilot

To Stead AFB, Nevada to attend Advanced Survival training, four observers, all of whom returned during September:

Arnold, William M.	Captain	AO 692 258
Mode, Gordon W.	Captain	AO 732 751
Riggle, Lewis E.	Captain	AO 708 101
Warrington, James	1/Lt.	AO 945 516

To 3605 Navigation Training Wing, Ellington AFB, Texas for multiple observer rating (103700 course), one bombardier: (pending EDCSA)

Hayes, Leo	1/Lt.	AO 741 170

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Temporary Duty (departed) (cont.)

To Amarillo AFB, Texas to attend B-47 aircraft maintenance course, 21 airmen, all aircraft maintenance personnel:

Kloetzly, Paul R.	M/Sgt.	AF 35 024 337
Whitlow, Travis E.	T/Sgt.	AF 6 291 549
Tirpak, Joseph	S/Sgt.	AF 12 340 889
Adams, Paul C.	A/1c	AF 11 197 390
Bragitkos, Angelo	A/1c	AF 15 471 420
Fay, John M.	A/1c	AF 12 331 929
Hill, Charles E.	A/1c	AF 18 381 085
Kelley, Carlton C.	A/1c	AF 11 215 462
Bilyeu, Robert J.	A/2c	AF 16 398 101
Busch, Frederick A.	A/2c	AF 13 401 972
Coon, Rolland R.	A/2c	AF 12 410 232
Gatts, James W.	A/2c	AF 14 310 888
Johnson, Donald A.	A/2c	AF 12 409 510
Larew, Edgar P.	A/2c	AF 13 422 464
Norris, William H.	A/2c	AF 14 435 219
Pyles, Elvin P.	A/2c	AF 13 419 072
Reynolds, Daniel F.	A/2c	AF 14 453 936
Sisson, John T.	A/2c	AF 24 773 660
Smith, Douglas L.	A/2c	AF 14 448 404
Tharrington, Kinwood A.	A/2c	AF 14 455 139
Thrist, Willie H.	A/2c	AF 15 426 628

To 3345 Technical Training Group (ATRC), Chanute AFB, Illinois to attend Engine Analyzer training for KC-97s, one flight engineer:

Vaughn, Wesley E.	M/Sgt.	AF 19 314 379

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Temporary Duty (departed) (cont.)

To Maxwell AFB, Alabama to attend Squadron Officers' Course, one officer, an AN/APQ-13 radar operator:

Kavouklis, Nicholas J.	2/Lt.	AO 2 225 559	

To 3415 Technical Training Group, Lowry AFB, Colorado to attend turret system mechanic - B-36 course, one gunner:

Faciane, John C.	A/1c	AF 18 408 858	

To Davis-Monthan AFB, Arizona as 263 Property Officer on the last B-29 being sent there for storage, one officer:

Hathaway, Carl W.	Captain	AO 803 425	Observer

To Tinker AFB, Oklahoma, as 263 Property Officer, one officer:

Petty, Robert J.	1/Lt.	AO 690 598	Bombardier & Radar Operator

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Temporary Duty (returned)

During September 1953 the following personnel who were on temporary duty at the start of the month returned as indicated:

From Sandia Base, New Mexico, where they had completed the Bomb Commander's course, six officers:

Armstrong, Robert B.	Captain	AO 821 193	Pilot AOB
Charlton, Courtney R.	Captain	AO 755 791	Pilot
Gibson, George B.	Captain	AO 2 061 804	Pilot AOB
Watson, James M.	Captain	24 521 A	Pilot AOB
Horn, Walter B.	1/Lt.	AO 1 912 087	Pilot
Rusden, Harry J.	1/Lt.	AO 809 047	Pilot

From Stead AFB, Nevada, where they had completed Advanced Survival training, three officers; (in addition to the four named on page (7) who went and returned during the month.)

Thompson, Robert J.	Captain	AO 827 320	Pilot
Arveson, Allan L.	1/Lt.	AO 2 001 559	Observer
Evans, George C.	1/Lt.	AO 741 977	Pilot

From Moody AFB, Georgia, where he completed pilot's instrument course, one Pilot AOB:

Petty, Reginald	Captain	AO 2 088 493

From 5th Strategic Reconnaissance Wing, Travis AFB, California, one officer:

Rush, Theodore R.	Captain	AO 827 050	Pilot

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Temporary Duty (returned) (cont.)

From 3415 Technical Training Training Group, Lowry AFB, Colorado, six gunners:

Barrett, John W.	A/1c	AF 13 307 097
Englehart, Robert P.	A/1c	AF 27 517 018
Frey, Darwin M.	A/1c	AF 17 327 345
Lovell, James W.	A/1c	AF 15 246 810
Peterson, Robert C.	A/1c	AF 17 316 112
Poff, James L.	A/1c	AF 19 378 514

From West Palm Beach, Florida, where they had completed KC-97 training, two airmen:

Vaughn, Wesley E.	M/Sgt.	AF 19 314 379	Flt. Engineer
Wollersom, Samuel D.	S/Sgt.	AF 38 519 021	Acft Maint Tech

From 809th Operations Squadron, MacDill AFB, Florida, six maintenance personnel who had completed KC-97 familiarization course:

Hines, James J.	M/Sgt.	AF 32 322 280
Sisk, Quentin R.	M/Sgt.	AF 20 449 070
Strickland, Charles W.	S/Sgt.	AF 14 471 185
Egner, Robert W.	A/1c	AF 15 438 014
Gibbs, Ray W.	A/1c	AF 14 207 579
Sterling, Marvin L.	A/2c	AF 14 383 779

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Discharges and Separations from

the Service.

Officer Releases under Reduction in Force.

Released from active duty and returned to Reserve Component prior to completion of term of active military service per Sec. 515 PL 381 80th Congress. Message Hq. USAF USPMP-4 ALMAJCOM 708/53 dtd 30 July 1953 and AFR 36-17 Par. 1.

Neal, James B. Captain AO 707 435 Bombardier

effective 31 August 1953.

Released under same provisions as above, except Message Hq. USAF USPMP-4 ALMAJCOM 591/53 dtd 18 June 1953 and AFR 36-17 Par 20.

Kane, James F. Captain AO 668 963 Bombardier

effective 21 September 1953.

Wellbeloved, John Captain AO 734 875 Navigator

effective 31 August 1953.

Rollins, Neil G. 1/Lt. AO 1 858 856 Pilot

effective 22 September 1953.

Eubank, Jack W. 2/Lt. AO 2 225 421 Navigator

effective 31 August 1953.

Hardship Discharges

Separated from the service under provisions of AFR. 39-13, four airmen:

Moore, James I.	S/Sgt.	AF 19 259 931	Flt. Engineer
McConnaughy, James E.	A/1c	AF 15 460 014	Gunner
Riva, Gerald D.	A/1c	AF 17 328 579	Gunner
Rawlins, Clifton *	A/B	AF 15 381 861	Appr. Organiz. Supply Spec.

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Airmen Releases under Reduction in Force.

Separated from the service under provisions of AFR 39-14 and Hq. USAF Message AFPMP-4 AIZIOOM 139/53 dtd 7 August 1953, the following 17 airmen under dates indicated:

Effective 31 August 1953

Woodring, Charles H.	S/Sgt.	AF 14 355 385	Int. Oper. Sp.
Bleam, Harry W.	A/2c	AF 14 427 139	Radio Operator
Hernandez, Jose	A/3c	AF 18 354 768	Radio Operator

Effective 10 September 1953

Ashbrook, Glenn J.	S/Sgt.	AF 19 368 526	Gunner
Sandusky, Kenneth J.	S/Sgt.	AF 38 722 889	Gunner
Baechler, Alan L.	A/1c	AF 37 719 355	Gunner
Cheddix, William W.	A/1c	AF 18 365 000	Gunner
Dillon, Ronald E.	A/1c	AF 15 424 629	Gunner
Formoso, Ramon P.	A/1c	AF 21 910 227	Gunner
Harwood, Douglas E.	A/1c	AF 27 348 304	Gunner
Hollingsworth, James M.	A/1c	AF 19 263 888	Gunner
Rohrbacher, Donald A.	A/1c	AF 17 288 417	Gunner
Seacrist, Jackie L.	A/1c	AF 13 357 193	Gunner
Powers, James R. L.	A/3c	AF 16 337 950	Gunner

Effective 11 September 1953

Miller, David S.	A/2c	AF 15 429 340	Gunner

Effective 14 September 1953

Hummel, Richard D.	A/1c	AF 17 290 092	Gunner
Onstott, Billy G.	A/1c	AF 17 288 602	Gunner

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Miscellaneous

One airman was absent sick at U.S. Naval Hospital, Beaufort, South Carolina:

Hunt, Richard M. A/2c AF 15 471 149 Gunner

One airman went from Ordinary Leave to A.W.O.L. to Absent confined at Youngstown, Ohio, to P.N.F.D. Confined at Base Guardhouse at Hunter AFB to Present for Duty:

Phillips, Leslie J. A/3c AF 13 403 786 Acft eng mech.

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APPENDIX II

Standboard Procedures

3D00
Operations Officer 3D00
373rd Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Refueling Sq

14 Sept 1953
Capt Harper/pas/597

The following TWX from 2AF is quoted in full for your information:

Fm Comdr AF 2 Barksdale AFB La
To ComdrAdiv 38 Hunter AFB Ga

/R E S T R I C T E D/ 2AFO 1313. Par 1. Effective immediately, following Standboard procedures will be complied with: A. If a member of a combat crew is changed, the crew will be given a Standboard Check as perscribed in par 4b, SAC Reg 51-19, on their next scheduled flight, unless two or more flights have been flown since the last crew change and this crew has demonstrated to the satisfaction of the Wing Commander their ability to cope with all emergency procedures. Par 2. The above takes precedence over normal Standboard Checks. Par 3. For units converting to B-47 type aircraft, the six professional instructor pilots assigned will be placed on orders as Standboard Pilots until such time as Wing and Squadron Standboards are capable of taking over this responsibility. Par 4. For Tanker Squadrons as Standboard Crews until such time as Squadron Standboard Crew is capable of taking over this responsibility.
11/2051Z SEP JESBA

s/ G S H
t/ Gilbert S. Harper Jr., Capt USAF
Wing Flight Scheduling &
Control Officer

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APPENDIX III

HEADQUARTERS
36TH AIR DIVISION (SAC)
Hunter Air Force Base
Savannah, Georgia

AERONAUTICAL ORDERS
NUMBER 91

24 September 1953

E - X - T - R - A - C - T C - O - P - Y

* * * * * * * * * * *

3. Fol named amn orgn shown 306th Bomb Wg H are removed fr Fly Status. Eff 1 Oct 53. Auth: AFR 39-47, Par 9c.

* * * * * * * * * * *

T SGT	CHARLES E FIDLER	AF16167219
T SGT	FLOYD E SANDERSON	AF14253696
T SGT	GERALD L VAN CITTERS	AF39537651
S SGT	ROGER C BULEY	AF11188932
S SGT	DALE H CRIST	AF17290242
S SGT	ROBERT L CRIST	AF36495896
S SGT	TOMAS L GARZA	AF16304491
S SGT	CALVIN R HAYNES	AF14201258
S SGT	ROBERT D JONES	AF17290167
S SGT	NELSON R KNUEDLER	AF19233603
S SGT	RICHARD E LINDSELL	AF15433592
S SGT	JAMES I MOORE	AF19251931
S SGT	RICHARD E POWELL	AF28116219
S SGT	CHARLES H ROBINSON	AF17296042
S SGT	JAMES D ROGERS	AF19357167
S SGT	HARRISON W TERK	AF12360711
A/1C	HAROLD R AUMAN	AF14369726
A/1C	WALTER L BROMSTETTER	AF27727197
A/1C	ENTL L CELESCHI	AF16342119
A/1C	RAY E CURTIS	AF17304635
A/1C	JOHN P DAY	AF19400479
A/1C	EDWARD FOBIAN	AF21750726
A/1C	LAWRENCE G HAMMING	AF12360828
A/1C	ALLEN E HOLMES	AF17305241
A/1C	DAVID G JOHNSON	AF17305728
A/1C	RALPH A KELLY	AF16386368
A/1C	OTTO P MARQUARDT	AF19364169
A/1C	WAYNE F MAYO	AF11213042
A/1C	JAMES J MCCONNEL	AF12332645
A/1C	FREDERICK J HENDERSHOT	AF11280710
A/1C	JACK W POTTROFF	AF19366032
A/1C	RICHARD G RODEMAN	AF19390949
A/1C	VINCENT V SALVATORE	AF14373815

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A/1C	JOSEPH L TONDALO	AF11230690
A/1C	JOSEPH R WAGNER	AF15456628
A/1C	JOSEPH P CONLEY	AF17303342
A/1C	JAMES O SCOTT	AF17309857
A/2C	STEWART T MAYNARD	AF13390974
A/2C	CHARLES K ARMSTRONG	AF15455548
A/2C	STANLEY J BARANIAK	AF13400874
A/2C	MARVIN L DOYEL	AF19409769
A/2C	EDWARD A ERICKSON	AF17349496
A/2C	DONALD E HOSTER	AF14397613
A/2C	WILLIAM R KNIGHT	AF19422011
A/2C	ALFRED G MITCHELL	AF14427477
A/2C	ROBERT G MORRIS	AF14332701
A/2C	MAX E RILEY	AF19399558
A/2C	DAVID T RODGERS	AF19409455
A/2C	WILLIAM L SOLT	AF15428471

BY ORDER OF THE COMMANDER:

KENNETH W ARNOLD
Capt, USAF
Adjutant

OFFICIAL:

s/John E Thompson
t/JOHN E THOMPSON
2d Lt, USAF
Asst Adjutant

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APPENDIX IV

Hurricane Alert Crews, 374 B.S.

24-27 September 1953

B-29 #AA-70006		B-29 # AA-62121	
A.C.	Cothran, Harold R. Captain	A.C.	Lackey, James C. Captain
P.	Taylor, John D. 1/Lt.	P.	Lane, James I. 1/Lt.
N.	Hathaway, Carl M. Captain	N.	Pongrace, Donald D. 1/Lt.
V.O.	Marquardt, William C. Captain	V.O.	Platte, [illegible] Captain
F.E.	Fidler, Charles E. T/Sgt.	F.E.	Robinson, Charles H. S/Sgt.
R.O.	Ekstrom, Robert L. S/Sgt.	R.O.	Duley, Roger G. S/Sgt.
G.	McConnel, James T. A/1c	G.	Fabian, Edward A/1c
G.	Salvatore, Vincent V. A/1c	G.	Knight, William R. A/1c

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APPENDIX V

Departure of the Last B-29

30 September 1979

Below is the ferry crew from the 376 Bomb Wing, Barksdale Air Force Base, Louisiana before flying away the last B-29 of the 306th Bomb Wing. The aircraft belonged to the 374th Bomb Squadron. Capt. Mathews (left rear) was the only member of the crew from the 374th Bomb Squadron.



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The Last B-29 of the 374th Bomb Squadron (and of the 306th Bomb Wing) taxiing out preparatory to its final take-off from Hunter Air Force Base, Georgia. 30 September 1959.

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APPENDIX VI

GENERAL ORDERS)
NUMBER 63)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Omaha, Nebraska
3 September 1953

EDITION

REORGANIZATION OF 306TH BOMBARDMENT WING, MEDIUM I

** ** **

I. REORGANIZATION OF 306TH BOMBARDMENT WING, MEDIUM. 1. Announcement is made of the reorganization of the following units at Hunter Air Force Base, Georgia, effective 25 September 1953, as indicated:

Unit	T/O	Authorized Strength OFF	Authorized Strength AIR
Hq, 306th Bomb Wg M	1-10477 1 Mar 53 1 M Part II	45	106
Bomb Sqs, M 372, 374, 375	1-11787, 1 Mar 53 1 M Parts II & IIA	66 (each)	106
306th Field Maint Sq	1-7747, 1 Mar 53 1 M Part II	7	249
306th Periodic Maint Sq	1-7737 1 Mar 53 1 M Part II	5	171
306th Armt & Elect Maint Sq	1-7737 1 Mar 53 1 M Part II	13	337

2. The above units are authorized equipment by the Department of the Air Force message cited in paragraph 4, below, which will be confirmed by Department of the Air Force DAC letter and furnished commanders concerned.

3. Appropriate remark will be entered in the organizational status table of the morning report on the effective date of status change, in accordance with Chapter 2, SAC Manual 171-1.

4. Authority: Restricted message, Headquarters USAF, AFOMO-43 73777, 26 August 1953.

** ** **

BY ORDER OF THE COMMANDER:

OFFICIAL:
HERBERT P. HOLT
Colonel, USAF
Adjutant

T. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

(2c)

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HISTORY

of

375TH BOMBARDMENT SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 September - 30 September

1953

12

ANTHONY A. HERON
1st Lt, USAF
Historical Officer

BOYD V. WALKMAN
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/2C John C. Borrs

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Key Personnel

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CHRONOLOGY

1 - 15 September

One aircraft was ferried to Davis-Monthan Air Force Base for storage by Captain Robbins and crew.

Lieutenant Lewis V. Hendrick, Squadron ECM Officer, was reassigned to Parks Air Force Base, California.

Lieutenant Richard M. Coburn, Lieutenant Julius H. Taylor and Lieutenant Michael Stevens departed for ADC school at Ellington Air Force Base, Texas.

Twenty-two surplus gunners were released from active duty under the provisions of Air Force Message AMMSP-4 AL.10CM 139/53.

16 - 31 September

The remaining four aircraft were ferried to storage bases, leaving us without any assigned aircraft. Acquiring flying time has become a problem for all rated personnel.

Six single-rated observers were reassigned to the 308th Air Refueling Squadron.

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ORGANIZATION

SAC General Order number 63, dated 3 September 1953, reorganized the 308th Bombardment Wing Medium, and directed the change to the T/O 1-1178F, dated 1 March 1953 with parts II and IIA, which authorize a total of 66 officers and 106 airmen.

The mission of the organization remains the preparation for receipt of B-47 type aircraft.

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PERSONNEL AND ADMINISTRATION

The squadron now has fifteen of the eighteen authorized combat crews assigned. Though most of the crew members require further training, this is our strongest department from a personnel viewpoint. On the other hand we are hurting for maintenance personnel. At present our maintenance capability is zero. This will be raised slightly by the return of the people we have who are undergoing jet engine familierization at Amarillo Air Force Base, Texas. We are well stocked bodywise, but will lack experience and training.

The lack of clerical personnel suddenly became a problem when the surplus gunners became eligible for early discharge. We had several gunners, both in operations and the orderly room working as clerks.

Reorganization of the 308th Bombardment Wing was effected the 25th of September, 1953. This General Order placed us under T/O 1-1178P, dated 1 March 1953 plus parts II and IIA, which authorized a total of 66 officers and 106 airmen.

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OPERATIONS AND TRAINING

Flying during this period was limited to the completion of Air Force Regulation 60-2 requirements for pilots who were scheduled to go to B-47 transition. A total of 119:40 hours were flown in nineteen flights.

In preparation for conversion to B-47's, we have a total of 32 pilots undergoing transition at Wichita Air Force Base, Kansas and Pinecastle Air Force Base, Florida. Four observers are taking "A" system training at Mather Air Force Base, California. The remaining pilots and observers are scheduled for transition next month.

With a sigh of relief, and a touch of nostalgia, the squadron watched the departure of our last B-29 to Tinker Air Force Base, Oklahoma for storage. This leaves us free to concentrate on preparation for receipt of B-47 type aircraft.

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MAINTENANCE

During this month extensive training was accomplished in preparation for transition to B-47 type aircraft.

The last B-29 departed on 29 September 1953, leaving us free to concentrate on subjects related to jet aircraft.

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SUPPLY

Supply is presently undertaking the semi-annual Plant Account Inventory as well as the TO & E and Variable Items Inventory. Although the section's strength has been decreased by two, they have managed, to bring all files and correspondence up to date as well as repaint the bins in their new building.

Shortage of transportation is still one of the major concerns of the Supply Officer . Use of a vehicle is extremely limited which greatly hinders the efficiency of various deliveries to the sections.

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[redacted]

ENCLOSURE

1. 8AF Letter 20-1
2. 8AF Special Orders
3. 308th Bombardment Wing Special Orders
4. 308th Bombardment Wing M Consolidated Status Report for Period 1 September 1943 to 30 September 1943
5. 373rd Bombardment Squadron M Special Orders
6. 373rd Bombardment Squadron M Operations Flight Records
7. 373rd Bombardment Squadron M Training Charts

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KEY PERSONNEL

The following personnel occupied key positions of the squadron during the month of September 1953.

COMMANDER:

Major Coyd V. Wakeman

OPERATIONS OFFICER:

Captain Robert R. Boyd

MAINTENANCE OFFICER:

Major Douglas R. Smith

ADJUTANT:

1st Lt Phillip A. Gibson

SUPPLY OFFICER:

1st Lt John L. Kalish

FIRST SERGEANT:

T/Sgt Benjamin M. Royster Jr.

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HISTORY

OF

308TH AIR REFUELING SQUADRON M

308TH BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 September 1953 - 30 September 1953

Aaron Adams
AARON ADAMS
2d Lt, USAF
Historical Officer

13

PERRY P. MENZIES
Lt. Col., USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Joseph F. Clark

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Chronology

The 308th Air Refueling Squadron operated under the command of Major Aubrey E. Hewatt, 14470A, throughout most of September. Several changes were made in the squadron's key personnel due to the large turnover of personnel present for duty.

On 15 September 1953 a KC-97 instructor crew joined the squadron from the 26th Air Refueling Squadron, Lockbourne Air Force Base, Ohio and Captain George A. Meuse, A0820799, joined the squadron from the 374th Bomb Squadron as Maintenance Officer.

On 21 September 1953, First Lieutenant James A. Nelson, A0764148, was assigned as Supply Officer, in addition to his duties as Personal Equipment Officer. Major Joseph P. Lemons, 6384A, was assigned as Flying Safety Officer, First Lieutenant Charles N. Royds Jr, A01860714, as Security Officer and Second Lieutenant Gerald L. Kaplan, A02223006, as Evacuation Officer.

On 26 September 1953 Lieutenant Colonel Perry P. Menzies, A0389743, (Ref Exhibits 1 and 2) returned from C-97 transition training at West Palm Beach, Florida and resumed command of the squadron.* Major Orin H. Erickson, 12722A, also returned from West Palm Beach, Florida and resumed the duties of Operations Officer.

Inadequate floor space in all sections still presents a major problem but the anticipated move to permanent quarters will alleviate this problem. Another outstanding problem is the shortage of aircraft parts available for the maintenance section.

*Special Orders #16, 308th Air Refueling Squadron dated 26 September 1953

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Organization

Lieutenant Colonel Perry P. Menzies and Major Orin H. Erickson returned to this station on 26 September 1953 from eight (8) weeks TDY at West Palm Beach, Florida. On that date Lieutenant Colonel Menzies resumed command of the 308th Air Refueling Squadron and Major Erickson resumed the duties of Operations Officer. Other changes in the squadron officers include the assignment of Major Joseph P. Lemons as Flying Safety Officer, First Lieutenant James A. Nelson as Supply Officer, First Lieutenant Charles N. Royds Jr, as Security Officer, Second Lieutenant William J. Bull as Mobility Officer and Second Lieutenant Gerald L. Kaplan as Evacuation Officer.* On 21 September 1953 Second Lieutenant Oliver L. Butner, A02092517, joined the squadron from the 374th Bomb Squadron M as Intelligence Officer.

As of 30 September 1953 the squadron had five (5) complete crews present for duty and ready for flying training. Four (4) other crews are presently attending KC-97 MTD at MacDill Air Force Base, Florida.

Personnel and Administration

As of 30 September 1953 the 308th Air Refueling Squadron had fifty four (54) officers and one-hundred-eighty-two (182) airmen assigned. Of these, thirty (30) officers and one-hundred-thirty-five (135) airmen are present for duty. The remaining personnel are TDY at various stations for training purposes. Total gains for the month was seventeen (17) officers and seventy-three (73) airmen.

* PAM #7, par 2, 308th Air Refueling Squadron dated 21 September 1953

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The orderly room staff was decreased during September due to a hardship discharge granted to its finance clerk. Another clerk is due for discharge soon but replacements for both are expected in the near future. Three (3) radio operators are presently being utilized to strengthen the orderly room staff but they too will soon be removed due to scheduled training in the radio field.

Barracks facilities continued to improve with the assignment of both floors of building T-602 and the lower floor of building T-603.

Operations

The work load of the Operations section throughout September was heavy because of the continued arrival of aircraft and personnel and a shortage of office personnel in the section.

An instructor crew (Ref Exhibit #3) was assigned to the 308th Air Refueling Squadron from Headquarters, 801st Air Division (SAC), Lockbourne Air Force Base, Ohio and reported to this squadron on 15 September 1953.* The crew consists of an instructor pilot, First Lieutenant William E. Ball, A0746271, a Co-pilot, instructor flight engineer, instructor radio operator and two instructor boom operators.

The squadron's first flight of a KC-97 was conducted on 28 September 1953. This flight was an acceptance check for aircraft #51-245 as well as a standardization check for the instructor crew Co-pilot. The duration of the flight was three (3) hours and fifteen (15) minutes, which makes up the squadron's total flying time for the month of September.

* Special Orders #207, par 34, Hq 801st Air Division, Lockbourne AFB, Ohio

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Many changes in crew assignments were made necessary due to the early release of some airmen and the loss of all assigned boom operators who possessed an AFSC of 43010. There are five (5) complete crews now present for duty with prospects of nine (9) crews being completed during the first week of October.

Four (4) crews, including the squadron staff crew, completed MATS HTTU at Palm Beach International Airport, Florida. The staff crew returned to this station and the other three (3) crews are now attending KC-97 MTD at MacDill Air Force Base, Florida.

Transition schedules are being made for October with the intention of flying a minimum of one-hundred-fifteen (115) hours.

Intelligence

Second Lieutenant Oliver L. Butner was assigned to the squadron as Intelligence Officer on 21 September 1953. He immediately started work on the organization of the intelligence section. He is presently in the process of interviewing all combat crew personnel for the purpose of completing their Intelligence P-2 cards.

The section is presently housed in the same office as the ground training and boom sections. A separate office and a reading room is expected to be made available in the near future. At that time proper means for the safeguarding of classified documents will be made available and the section will be able to continue work on its more complete organization.

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Personal Equipment

The Personal Equipment Section continued receiving equipment throughout the month of September. Several parachute bins have been assembled for storage of the active parachutes the section now has. Personnel in the section include First Lieutenant James A. Nelson, Personal Equipment Officer, Second Lieutenant Donald A. Bornkessel, Assistant Personal Equipment Officer and two (2) airmen.

The section was given possession of building T-1245 on 29 September 1953 and personal equipment is presently being moved to that building. As of 30 September 1953 the section had three-hundred-sixty (360) active parachutes, six-hundred (600) active B-5 life vests, sixty (60) C2A rafts and eight (8) F2A twenty (20) man rafts. The extremely slow depot delivery of initial issue of flying equipment has necessitated arrangements to be made through the Wing Director of Material for the transfer of flying equipment from the Wing Bomb Squadrons.

In summary, enough personal equipment is on hand for normal transition flying but not enough for combat ready status.

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Supply

With the departure of First Lieutenant Richard D. Moree, AO1848125, who is attending supply school at F. E. Warren Air Force Base, Wyoming, First Lieutenant James A. Nelson took over the supply account on 21 September 1953.

The section was inspected by a representative of the Director of Material on 25 September 1953 and no major discrepancies were found. The section was complimented on the condition of the UPREAL. The squadron UPREAL authorization as of 30 September 1953 stands at 41,681 items with 29,855 items on hand of a total of 71% of authorization. The plant account (UAL) authorization is 2,536 per item, with an on hand stock level of 85%. The balance is 100% on back order.

Twenty-five (25) 10-29-1 and forty-seven (47) 10-43-1, 2 mechanic tool kits have been made up and distributed. Fifty-four (54) additional tool kits are needed to complete distribution to the maintenance section.

The supply section has received several publications the past month, including two (2) 67-1 supply manuals. Still needed are many ECLs, Technical Orders, Air Force Regulations and Air Force Letters, the lack of which is hindering the operation of the section. Back orders for publications have been checked and are current.

The section is presently operating on a temporary basis in anticipation of moving to a permanent location. With the settling effect of a permanent location many of its problems will smooth out and result in a more efficient support of the 308th Air Refueling Squadrons mission.

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Ground Training

The ground training section continued work on its organization during September. Office equipment was received through unit supply and an office was established. Training files and training progress charts were set up. The work load was heavy because of the large number of personnel coming into the squadron. Many personnel arrived with incomplete training records and some with no records at all.

Every effort is being made to bring all flying personnel up to date on basic and advance survival training and all survival committments from the 308th Bombardment Wing are being met. Special emphasis is also being placed on physiological training for crew members.

First Lieutenant Richard D. Bund, A0208064, is presently supervising the ground training section in the absence of First lieutenant Everett L. Clevenger. Lieutenant Clevenger is not attending advanced survival training with four (4) other officers and nine (9) airmen. At the present time the ground training sections greatest difficulty is inadequate office space and equipment.

Boom Operator Training

On 8 September 1953 the boom section started its first course of instruction. The course consisted of forty-five (45) hours of instruction covering in flight refueling techniques and procedures. It stressed knowledge of the boom equipment, in-flight refueling systems and equipment inspections.

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The course was conducted without the aid of a mock-up but numerous training aids and a supervised tour of a KC-97 aircraft increased the effectiveness of the instruction.

On 14 September 1953 nineteen (19) airmen attended various phases of an aircraft general course given to familiarize newly assigned personnel with the KC-97 type aircraft.

Some problems were encountered in scheduling ground training because of the early release of several airmen. Fifteen gunners from the bomb squadrons were interviewed for possible acceptance into the boom operator career and the nine most qualified airmen were accepted by the squadron. However, some of these airmen also chose an early release from active duty.

The section is gradually stabilizing itself and is adjusting to meet the problems that arise.

Maintenance

During the month of September the 308th Air Refueling Squadron received fifteen (15) KC-97's from the 306th Air Refueling Squadron, MacDill Air Force Base, Florida, giving the squadron a total of sixteen (16) aircraft. Of the aircraft assigned, five are KC-97F models and the remainder are KC-97E's.

Six maintenance men, with the assistance of an A&E team and under the supervision of First Lieutenant Joseph Landers, A01850969, are presently TDY at MacDill Air Force Base, Florida. Lieutenant Landers is on special duty from the 308th Periodic Maintenance Squadron. These men are checking 263 equipment and making acceptance checks on the aircraft being transferred from the 307th Air Refueling Squadron.

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All aircraft received are undergoing a preflight inspection before they are flown for an operational check. Of the sixteen (16) awaiting a postflight inspection and one is on indefinite TDY to the 301st Air Refueling Squadron, Lake Charles Air Force Base, Louisiana.

Mullen's tests were made on three aircraft and they indicated that surface changes were required on all three. As service test of reconditioned spark plugs is now in operation. Reconditioned plugs are being used on fifty percent (50%) of the planes and fifty percent (50%) of the plugs on engines using reconditioned plugs are changed at every intermediate inspection and major inspection.

Aircraft #51-245 was the first plane flown by the 308th Air Refueling Squadron. This aircraft made the flight on 28 September 1953 and returned with only minor "write-ups".

The maintenance section has completely occupied Maintenance Stand #22 and part of Maintenance Stand #21. The arrangement at present is temporary and more space is expected in the near future.

Captain George A. Meuse, who in the past was Maintenance Officer of the 374th Bomb Squadron, was transferred to the 308th Air Refueling Squadron on 15 September 1953 as Maintenance Officer.*

The section's outstanding problem at present is the shortage of aircraft parts.

*Special Orders #155, par 3, Hq 308th Bomb Wing, HAFB, Ga

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Key Personnel:

Commander	Lt. Col. Perry P. Menzies
Adjutant	Captain Charles P. O'Brien
Operations Officer	Major Orin H. Erickson
Boom Operator Training Officer	Captain Warren J. Korinek
Ground Training Officer	1st Lt. Everett L. Clevenger
Personal Equipment Officer	1st Lt. James A. Nelson
Supply Officer	1st Lt. James A. Nelson
Maintenance Officer	Captain George A. Meuse
Evacuation Officer	2nd Lt. Gerald L. Kaplan
Intelligence Officer	2nd Lt. Oliver L. Butner

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Bibliography

I. Personnel Actions Memorandum; Number 7, par 2, 308th Air Refueling Squadron, dated 21 September 1953.

II. Special Orders; Number 155, par 3, Headquarters 308th Bomb Wing

III. Special Orders; Number 16, 308th Air Refueling Squadron, dated 26 September 1953.

IV. Special Orders; Number 207, par 34, Headquarters 801st Air Division, Lockbourne AFB, Ohio, dated 2 September 1953.

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List of Exhibits

1. Biography of Lt. Col. Perry P. Menzies
2. Photograph of Lt. Col. Perry P. Menzies
3. Photograph of Instructor crew

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Exhibit #1

Biography of Lt. Col. Perry P. Menzies

Lt. Col. Perry P. Menzies, A0389743, entered active military service 12 October 1940 as an Aviation Cadet in Pilot Training. He graduated from Flying Training school as a Second Lieutenant on 15 August 1941 and was assigned to Las Vegas Gunnery school at Las Vegas, Nevada as a pilot in September 1941. There he trained gunners until April 1944. His principal duties at Las Vegas were Pilot, Flight Commander and Deputy Director of Flying.

In April 1944 Lt. Col. Menzies was assigned to P-38 training and completed this training at Ontario, California just as World War II ended. He was immediately assigned to overseas duty in Europe, arriving in France in January 1946. He joined the 306th Bomb Wing at Geiblestadt, Germany and later moved back to Istres, France where the 306th Bomb Wing set up headquarters for the Green Project and the Casey Jones project. While he was in the 306th Bomb Wing Lt. Col. Menzies served as Squadron Executive Officer and Commander of the 368th Bomb Squadron.

In September 1946 Lt. Col. Menzies was transferred to E.A.T.S. Headquarters at Wiesbaden, Germany and worked as Chief of the Special Mission branch until October 1947.

Upon return from overseas Lt. Col. Menzies was assigned to the 2nd Bomb Wing at Tuscon, Arizona; later being assigned as Operations Officer of the 49th Bomb Squadron. He served with the 49th Bomb Squadron from November 1947 until February 1951.

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In February 1951, he was assigned to MacDill Air Force Base, Florida and on 8 March 1951 he was further assigned to the 307th Bomb Wing on Okinawa. He flew fifteen (15) combat missions over Korea and served as Deputy Director of Operations with the 307th Bomb Wing until October 1951.

Upon return from Okinawa Lt. Col. Menzies was assigned to the 308th Bomb Wing at Topeka, Kansas and has stayed with this organization until the present time. His first assignment with the 308th Bomb Wing was as Deputy Director of Operations; later being assigned as Wing Executive Officer. He spent eight (8) months working on Project Eagle before being assigned as Commander of the 308th Air Refueling Squadron on 8 July 1953. He is presently serving in that capacity.

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 September - 30 September

1953

14

JESSE L. MCNEILL
Major, USAF
Commander

WILLIAM C. COLVIN
1st Lt, USAF
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/2C James C. Price

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Chapter IV. Supply

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CHRONOLOGY

1. Preparation for Conversion program.

2. 1st Lt. Colvin and Warrent Officer Cox joined this organization.

3. Captain Homer D. White was reassigned.

4. Captain Folk was released from Active Duty and returned to his Reserve Status.

5. Adoption of the B-47 Conversion Table of Authorization.

6. 308th A & E Maint Sqdn was rated first in the Wing Administrative Rating for the period ending 30 September 1953.

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ORGANIZATION

The fellowing is a list of key personnel of this organization.

Major Jesse L. McNeill	Squadron Commander
1st Lt. William C. Colvin	Adjutant
Major Eugene A. Sway	Maintenance Supervisor
Captain Charles T. Foster	Electronics Officer
Captain William W. MacConnell	Supply Officer

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PERSONNEL AND ADMINISTRATION

The 308th Armament and Electronics Maintenance Squadron was in full swing with the Conversion Program during the month of September. The month's activities were highlighted by adoption of the new Table of Organization for B-47 type aircraft. The Table of Organization was adopted 25 September 1953.

Our strength of assigned personnel as of 1 September 1953 was nine officers and 189 airmen. On the 30th of September the strength standing of this squadron was nine officers and 180 airmen.

The turnover of personnel, although it resulted in a small numerical change, was quite extensive.

We gained two officers and lost the same number. Captain Homer D.White was reassigned to 373rd Bomb Squadron. He was replaced by 1st Lt. William C. Celvin as Squadron Adjutant.

Captain Wesley B. Folk, who was performing duties as Officer in Charge of Field Maintenance Section, was released from Active Duty 10 September 1953 and returned to his Reserve Status.

Warrant Officer Junior Grade Walter D.Cox joined the organization 5 September 1953. Warrant Officer Cox was assigned from the 375th Bomb Squadron. His duty at present is that of Assistant Flight Line Section Head.

The airmen's turnover for the month stands as follows: 24 new men were assigned while 36 were reassigned to other organizations, 5 men had their PAFSC's changed due to the completion of their phase of OJT and career field changes, 84 DAFSC's were changed. This noted increase in number was primarily due to our compliance with the authorization on the Table of Organization.

One airman was confined to the Base Guard House through the conviction and sentence by Special Court Martial.

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For the period ending 30 September 1953 the Armament and Electronics Maintenance Squadron was rated first in the Administrative Standing of the 308th Bombardment Wing M.

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MAINTENANCE

During the month of September, extensive changes were made in the Armament and Electronics Maintenance Section.

The latest Table of Organizational charts and malfunction charts for B-47 and KC-97 aircraft were drawn up and posted in the Maintenance Supervisor's office.

The Maintenance Supervisor, Major Sway, returned to this station from TDY of six weeks at Lowry Air Force Base, Colorado, where he attended a course on K-Systems. K-System training was increased the last week of the month with 32 airmen from the Maintenance Branch departing this station for Approximately 11 weeks TDY to Lowry Air Force Base, Colorado.

The Armament and Electronics Maintenance Supervisor furnished one clerk to Base Processing for the purpose of processing airmen for discharge. This has left us with only one clerk in Maintenance Supervision

Ten airmen departed this organization for the purpose of early discharge from the service, while five airmen from the Bombsight and Auto-pilot Maintenance Branch left this organization PCS for assignment to Far East Air Force.

Flights were re-organized in the Maintenance Section for the policing of the area, which was designated to and the responsibility of the 308th Armament and Electronics Maintenance Squadron.

The 308th Armament and Electronics Maintenance Squadron furnished two airmen for the purpose of acceptance check on KC-97 aircrafts to MacDill Air Force Base, Florida for a period of 30 days TDY.

Classes are being conducted by Technical Representatives assigned to this squadron, in the A-5 Gun-Laying System.

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The Inspection Section of Maintenance Supervision has started to dispose of all Technical Orders on B-29 aircraft, which is of no further use for this organization. All Supply Catalogs were transferred to Tech Supply of this organization.

Warrant Officer Cox was assigned to the Maintenance Section, with duties as Maintenance Officer, within Maintenance Supervision.

PRODUCTION CONTROL:

The Unit Control Section issued work orders to the Flight Line and Field Maintenance Section without incident for the month of September.

There were no changes in personnel status in the Unit Control Section during the month.

FIELD MAINTENANCE SECTION:

In addition to normal duties of repair and inspection, Field Maintenance accomplished a partial change-over to new mock-ups and fly-away kits. Old mock-ups and kits for equipment not used in new type aircraft were dismantled under a blanket work order for that purpose. Total blanket work orders time expended for Bomb Aiming for the month was 105 hours and for Radio 103 hours.

Plans were made for a tube aging rack to meet K-Systems requirements and a portion of the parts collected. Technical Orders are being organized and brought up to date, along with a new Table of Organization familiarization chart. An organization and function chart was also planned. Excepting work on Branch equipment and TOC's, the work lead continued light.

Allocation of power and positioning of junction boxes was completed and the information was conveyed to AIO.

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Test equipment carried on 16-1-80 and 00-35a-40 TOC as Field and Line Shops turned in test equipment to Tech Supply in preparation for the new ECL.

The Auto-Pilot Shop moved into Field Maintenance and work was carried forward toward completion of A-12D and F-1 mock-ups. Harnesses and junction boxes are being constructed by shop personnel.

FLIGHT LINE MAINTENANCE:

KC-97 maintenance work has been held to a minimun due to the fact that Flight Line Section has been unable to set up the proper mock-ups. However all post-flights and pre-flights have been complied with.

Radio Section has been able to perform the normal function of their section during the month of September.

Bomb Release Section has turned in all B-29 equipment and have started training for the new Aircraft equipment handling. They have also completely moved the Small Arm's Section and associated Branch Shop to the west end of Hanger #1206.

RCT Section has also turned in all B-29 equipment. The section chief has been sending men to classes on this base under a Technical Representative in preparation for work on incoming B-47 aircraft.

Navigation Section has checked and turned in all B-29 test and mock-up equipment. At this time they are using OJT method or working on KC-97 aircraft and are handling all operations effectively. The NCOIC and another airman are TDY to Keesler for advanced training in KC-97 work.

Flight ECM Section, including the NCOIC, has left for Denver for advanced training in B-47 aircraft work. An airman from Field Maintenance ECM Shop was sent TDY to Flight Line ECM for the purpose of turning in all B-29 equipment.

As of this date all new mock-ups benches and shelves are under construction in preparation for the new aircraft.

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SUPPLY

During the month difficulty in obtaining transportation for the purpose of moving supplies were encountered. This condition was eliminated with the cooperation of the Commander of 804th Motor Vehicle Squadron.

Work order request was submitted to A. I. O. for the security screening of windows in building 1405, with no definite action as yet.

During the entire month substantial amounts of Test Equipment peculiar to B-47 aircrafts came into squadron supply.

Property peculiar to B-29 aircraft, which is no longer needed, is being turned back to Base Supply. At present it is a delayed process due to lack of the new UPREAL.

Temporary store rooms in the adjoining hangar had to be vacated, and all supplies were moved back into building 1206.

Considerable difficulty was met in the manufacture of Mobility Boxes for mock-ups. After numerous attempts a procedure was found in the Base Procedure Plans (Lochbourne Plan). The needed material was obtained and the cases were assembled by squadron personnel.

During the past month the percentage of material received on the conversion increased by 11%, bringing the total of 69% complete.

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HISTORY

of

308TH PARIODIC MAINTENANCE SQUADRON

308TH BOMBARDMENT WING H (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 September-30 September

1953

Serge T. Winkler

SERGE T. WINKLER
2nd Lt, USAF
Asst. Adjutant

Keith R. Humphrey

KEITH R. HUMPHREY
1st Lt, USAF
Commander

THIRTY-EIGHT AIR DIVISION
STRATEGIC AIR COMMAND

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CHRONOLOGY

2 September 1953 - First KC-97 received by this Squadron for inspection.

10 September 1953 - Flying Safety meeting for maintenance personnel.

12 September 1953 - Character Guidance meeting.

15 September 1953 - Maintenance Stand 22 turned over to 3ARS. Tech-Supply moved from Maintenance Stand 22 to Maintenance Stand 23.

Major Charles E. Keenan, "Squadron Commander", departed DDY to Pinecastle AFB, Florida for the purpose of B-47 Transition.

16 September 1953 - 1st Lt. Joseph W. Landers, "Squadron Maintenance Officer", departed DDY to MacDill AFB, Florida for the purpose of inspecting KC-97's prior to their transfer to the 3ARS.

19 September 1953 - The last B-29 to be worked on by 3PMS is returned to the 375th Bomb Squadron.

PERSONNEL

During the month of September we had thirty-one (31) men transfered into the Squadron and thirteen (13) men transfered into other organizations.

The gains for the month of September are as follows:

Twenty (20)	43131J
Five (5)	43171B
Two (2)	43152A
One (1)	43131B
Two (2)	43132A
One (1)	64010

The losses for September are as follows:

One (1)	43170
One (1)	43171B
Four (4)	43010
One (1)	60350
Three (3)	32351F
One (1)	32331F
One (1)	47155
One (1)	64010

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ORGANIZATION & ADMINISTRATION

Major Keenan, "Squadron Commander", departed for Pinecastle Air Force Base, Florida for the purpose of pursuing a course of instruction and transition B-47 in type aircraft.

1st Lt. Humphrey became Squadron Commander during the temporary absence of Major Keenan.

1st Lt. Landers, "Squadron Maintenance Officer", departed for MacDill Air Force Base, Florida for the purpose of pulling the acceptance check on KC-97's prior to the aircraft being turned over to the 308th Bomb Wing.

Due to the B-29's being transfered from the base and the fact that we have just begun to receive KC-97's the maintenance personnel are having a slack period. To keep them busy we have been constructing Dock Stands, moving the maintenance section and having organized athletics, and trying to accomplish all training which will help us to meet our requirements.

MAINTENANCE

During the month of September we received the last B-29, number 045, that the Periodic Maintenance Squadron, was to work on before conversion to KC-97's and B-47's. It was returned to the 375th Bomb Squadron on the 19th of September.

The first KC-97's to be received by the Squadron, was received on the 2nd of September and returned the 14th of September, to 3ARS after a 400 hour inspection.

The aircraft returned to their squadrons are as follows:

a. Returned to the 373rd Bomb Squadron

1. 980 was received the 2nd of September and returned the 12th of September after a 400 hour inspection

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b. Returned to the 374th Bomb Squadron.

1. 121 was received the 8th of September and returned the 14th of September after a 600 hour inspection.

c. Returned to the 375th Bomb Squadron.

1. 045 was received the 11th of September and returned the 19th of September after a 200 hour inspection.

d. Returned to the 308th Air Refueling Squadron.

1. 248 was received the 2nd of September and returned the 14th of September after a 400 hour inspection.

SUPPLY

During September we have continued to receive equipment for the B-47 and KC-97 aircraft.

We are now in the process of turning in supplies which had been required for B-29's.

New tool kits, required for KC-97's and B-47's, have been assembled and are ready for distribution.

The tool crib and Dock Stock have been moved from maintenance stand number 22 to maintenance stand number 23 due to 3ARS taking over maintenance stand number 22.

TRAINING

During the month of September this Squadron has had an overall decrease in the required training accomplished. This was due largely to the fact that we have received many new men this month.

We did not have any men scheduled for small arms qualification due to the range being closed for repairs. Where we had 100% completion of Security Indoctrination we now have only 94% completion. There was 100% attendance at character Guidance Letcures.

All other lectures were attended by all personnel that were available.

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KEY PERSONNEL

COMMANDER:

- 1 Sep thru 15 Sep - Major Charles E. Keenan
-16 Sep thru 30 Sep - 1st Lt. Neil R. Humphrey

SQUADRON ADJUTANT:

- 1 Sep thru 15 Sep - 1st Lt Neil R. Humphrey
-16 Sep thru 30 Sep - 1st Lt Richard J. Wanserski

MAINTENANCE OFFICER:

- 1 Sep thru 15 Sep - 1st Lt Joseph W. Landers and
2nd Lt. Serge T. Winkler
-16 Sep thru 30 Sep - 2nd Lt. Serge T. Winkler

SUPPLY OFFICER:

- 1st Lt Richard J. Wanserski

FIRST SGT:

- M/Sgt James R. Crutchfield Jr

LINE CHIEF:

- M/Sgt Milton R. Thorne

SUPPLY SGT:

- S/Sgt Douglas R. Wilson

BIBLIOGRAPHY

1. Personal interviews with personnel of the squadron.
2. Squadron Files.
3. Squadron Special Orders.
4. 308th Bombardment Wing M (SAC) Special Orders
5. Individual Personnel Records
6. 308th Periodic Maintenance Squadron Personnel Action Memorandums.

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HISTORY

OF

308TH FIELD MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 - 30 September 1953

MARTIN G. KOEHLER
1st Lt USAF
Historical Officer

RALPH H. SCHNECK
Lt Col USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by Staff Sergeant James M. Thompson

SECURITY INFORMATION

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MONTHLY ACTIVITIES REPORT

The activities of the 308th Field Maintenance Squadron for the month of September 1953 covering the progress, handicaps, morale, historical events and other activities, by sections, were as follows:

PERSONNEL AND ADMINISTRATION

The Personnel and Administrative workload of the squadron was heavy due to the B-47 conversion program. Large school quotas required the squadron clerks to work speedily and efficiently in processing personnel. A total of 92 personnel were processed to and from schools during September. The processing of personnel was accomplished without difficulty except for the fact that two men did not have medical records on file at the Base Dispensary and could not be cleared until physicals were taken.

A steady flow of incoming personnel effected a gain in strength from 284 to 309.

Of the airmen gained one half of those assigned were directly from maintenance schools. The other gains were from base and overseas units.

The "Early Out" policy effected release of 22 airmen during September. One airman was separated for Hardship reasons and one released by reason of resignation.

Eight airmen were reassigned during the month: Three to base units; Two to the 376th Bomb Wg, BAFB, La; Three to Parks AFB, Calif, for overseas shipment.

The Wing Inspection Team conducted a thorough inspection of

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administrative and personnel records. The errors found in administrative and personnel records were corrected and the inspection record was utilized for cross checking other administrative and personnel files.

As of 30 September there were eight officers assigned, seven present for duty and one TDY. There were 301 airmen assigned, 220 present for duty, one absent sick, six on leave and 74 TDY.

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MAINTENANCE

SUPERVISION

During the month of September administrative efficiency continued as it had in previous months, with the only change being the Maintenance NCOIC leaving for B-47 school late in September.

Materiel Control was mainly in the process of turning in B-29 spares and ordering parts for KC-97 and B-47 aircraft. The section had a huge turnover of repairables from CR&C. Approximately fifty percent of these items were put back in serviceable condition.

Pre-issue items were received as well as could be expected, considering the vast quantity that were requested. Bench stock items were received at a consistant rate.

Much attention was given to all supply shortages that were in anyway of a critical nature. Many articles needed for the conversion program were received and action taken to assure that others were ordered

All transportation used by this section was considered most satisfactory.

Coordination and Cooperation greatly improved during the month.

Morale was considered very satisfactory.

AERO REPAIR BRANCH

All routine reports, required by Maintenance Supervision from this branch were received by each section, then consolidated and submitted by aero repair branch office. T/Sgt Williams the NCOIC of the Hydraulic Shop, was assigned to the Branch Office to replace M/Sgt Wallis Branch NCOIC who departed on the first of the month to the B-47 school in Texas.

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Approximately 100 airmen were assigned to this branch during the month of September, of this total approximately 28 were on TDY to various schools, and ten loaned daily to other shops within the Squadron.

A total of 394 SJR's were processed and completed during the month, plus form 48's and Inter-Shop work orders completed.

The Air Frame Section was moved from building Number 1288 on 18 September 1953 to Maintenance Stand #16 which is located in the 374th Bomb Squadron Dock Area on the Flight Line.

In regards to pre-issues and bench stocks, most of the shops processed and turned in items of pre-issue that were applicable to B-29 Aircraft. New bench stock lists were received from Supply Liason and screened by each shop, for turn-in of excess or unauthorized expendable items.

Transportation available during the month of September was considered very satisfactory.

Coordination and cooperation between the shops and other branchs of the squadron was excellent.

The morale of the personnel during the month was excellent.

POWER PLANT BRANCH

This branch went under the T.O. 1-7169P as of 25 September.

Engine mechanics were assigned to perform supply duties in this section because no supply personnel were available.

There were 66 Engine Mechanics and 15 propeller mechanics assigned, forty two A/C mechanics and three propeller mechanics were TDY to school.

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During the month of September the Power Plant Branch moved from building 1206 to building 1290.

This section completed five engine changes, four turbo changes, and five cylinder changes.

Two each engines were transferred to 2nd Bomb Wing for installation.

Five reparable engines prepared for shipment to depot. Sixteen serviceable engines were prepared for shipment to depot.

Ten 4360 power packs were received and four uncrated for build-up.

Partial turn-in of excess B-29 parts was accomplished, and partial turn-in of M/R tools and equipment was accomplished.

Supply difficulties were encountered in obtaining the required amount of C-97 bench stock and accessories. The Power Plant Branch had on hand 90% of the required tools of one each M/R property to perform C-97 maintenance.

Transportation was sufficient for the Power Plant Branch.

The only coordination difficulties encountered were the actual turn-in of parts to CR&C and in the pick-up of subject items.

No mono-rail was installed in Building 1290 consequently a C-2 and a P-1 Crane were required to perform the engine moving normally done by a mono-rail.

The morale was excellent within the Power Plant Branch, the work load being a contributing factor.

FABRICATION BRANCH

The authorized strength of this branch was one officer and ninety five airmen.

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The Fabrication Branch though not required to attend MTD Schools is sending all key personnel to the two week indoctrination course at MacDill AFB, Florida.

As in the past all bench stock was ordered for the section by the 2d Field Maintenance Squadron Fabrication Shop. Many new tools and equipment were received in the different sections of of the Fabrication Shop for the KC-97 and B-47 type aircraft.

The sections of the Fabrication Branch completed a normal amount of work orders for the month of September.

The Machine Shop investigated the use of left hand drills and left hand twist drills for the removal of screws and studs on 4360 Engines.

The transporation furnished this section was excellent.

The coordination and cooperation between sections and branchs of the 308th Field Maintenance Squadron with Fabrications Branch was very good. Also, the coordination and cooperation between the 308th and 2d Field Maintenance was satisfactory.

Morale during the month was very satisfactory.

SUPPLY

The Squadron Supply received the new UPREAL for B-47 and KC-97 aircraft during the month and much time and effort were expended transferring the accountability to this new UPREAL, requisitioning the new items authorized and turning in the items peculiar to B-29 aircraft. The transfer of accountability was completed. Requisitioning of new items was about 90% complete. Turn in of items no longer authorized was 25% complete.

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On 30 September the semi-annual report of in use UPREAL property was completed and forwarded, also on 30 September, a report of all UAL tvpe property was prepared and submitted to SAC Headquarters.

Approximately 75% of the new items authorized by the new UPREAL were received bringing the percentage of on hand of all UPREAL property to about 70%.

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The following personnel occupied key positions of the squadron during the month of September 1953:

COMMANDER

Lieutenant Colonel Ralph M. Schneck

ADJUTANT

First Lieutenant Martin G. Koehler

SUPPLY OFFICER

Captain Ira M. James

MAINTENANCE SUPERVISOR

Major James O. Mixon

FABRICATION SECTION

WOJG Oliver Church

AIR FRAME SECTION

CWO Henry L. Gagne

POWER PLANT SECTION

WOJG Luther A. Boone

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HEADQUARTERS
308TH MEDICAL GROUP
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

HISTORICAL REPORT FOR THE MONTH OF

SEPTEMBER 1953

Prepared by

JAMES H. HOLLAND
1st Lt., USAF(MSC)

APPROVED: _____
DONALD M. KENNETT
Major, USAF(MC)
Commanding

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HISTORY OF
308TH MEDICAL GROUP
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

1 TO 30 SEPTEMBER 1953

1. MISSION

a. Primary. The primary mission of the 308th Medical Group is to provide and operate such medical facilities as may be required to maintain the greatest effective manpower potential of the 308th Bombardment Wing assigned strength in order to insure the accomplishment of the assigned mission.

b. Secondary. To assist the 2d Medical Group in providing total Medical Service to personnel assigned to Hunter Air Force Base, Georgia by operating a fixed USAF Hospital facility.

2. ORGANIZATION

a. The 308th Medical Group is organized under Table of Organization No. 1-9022, Department of the Air Force, dated 1 January 1952, with personnel strength of one times Part II AB, four times Part II AD, one times Part II AE and one times Part II AF for total strength of 27 officers and 98 airmen. Officer strength is broken down as follows:

Medical Corps - Nine

Dental - Three

Medical Service Corps - Four

AF Nurse Corps - Ten

Veterinary Corps - One

b. The Medical Group is a complete organization designed to

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provide tactical medical support for the Wing or squadrons at any place such units are operating, as well as medical support at home bases for combat units, support units and related personnel.

(1) The controlling unit of the Tactical Medical Support Element is the Wing Surgeon's Unit of the Tactical Medical Support Headquarters. This Unit consists of the Wing Surgeon and three medical airmen and will accompany the Wing Headquarters to provide staff assistance and medical support to the Wing echelon.

(2) The basic medical support unit capable of providing primary medical service to a deployed squadron or equivalent unit is the Tactical Medical Support Element. The normal composition of this unit is one Flight Surgeon and three medical airmen. This element will accompany the squadron or equivalent unit to provide:

(a) Preventive medicine directed toward curtailing unit personnel losses;

(b) Aviation medicine directed toward the enhancement of operational efficiency of both personnel and equipment;

(c) Clinical medicine directed toward the primary treatment and disposition of casualties, including the prompt screening and evacuation of incapacitated personnel.

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(3) The Tactical Support Hospital consists of three officers, fifteen airmen, and equipment for the "Infirmary, Medical (36 bed) Air Transportable". The personnel are the minimum required for operation of the facilities provided in all phases of wing tactical medical support operations. Whenever the workload of this unit is beyond the capacities of this minimum requirement, immediate personnel of the Squadron Tactical Medical Support Element or, if necessary, by development of required personnel from the 100 bed hospital element at the medical group's home base. Personnel and equipment of the Tactical Support Hospital must never be considered as a complete complement of a Wing definitive support unit. The personnel complement is composed of the key medical personnel of a 100 bed hospital and as such, when deployed, is the advanced echelon of the hospital facility. When the Tactical Support Hospital Element is supporting a Wing movement consisting of Wing Headquarters and three Tactical Squadrons, the combined medical facility will total:

(a) Officers:

1 - Commander (Wing Surgeon)

1 - Adjutant

1 - Flight Surgeon

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1 - Surgeon

1 - Dental Officer

Total 7 Officers

(b) Airmen - 27

3. PERSONNEL

a. Military strength at the end of the reporting period was sixteen (16) officers and one hundred twelve (112) Airmen. Sixteen (16) officers were present for duty. Of the Airmen personnel, one hundred eight (108) were present for duty, two were on leave, and two on temporary duty. The following changes in officer personnel were effected during the month:

(1) 2d Lt Edward W. Garris, Jr., USAF(MSC) was relieved from active duty on 1 September 1953.

(2) Captain Margaret R. Bucko, USAF(AFNC) assigned and joined from 2d Medical Group, Hunter Air Force Base, Georgia, on 14 September, 1953.

b. At the end of the month, the unit had a shortage of eleven (11) officers. The shortage of medical officers remains acute and, at present, replacements cannot be obtained from local resources.

c. Roster of key personnel is attached.

d. At the present time, this unit has no civilian personnel assigned.

4. OPERATIONS

a. During the month, operations of the unit were centered around the operation of the fixed medical facility, Hunter Air Force

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Base, Savannah, Georgia. The USAF Hospital, at this base, is operating 125 active beds and affords inpatient and outpatient treatment facilities for base military personnel assigned to the 804th Air Base Group, 2d Bombardment Wing (M), 308th Bombardment Wing (M), and other specialized units. Full medical care is afforded dependents of base military personnel and locally resident dependents of other military personnel. At present six hospital wards are in operation. Three of these wards are for medical and surgical military patients; one ward for convalescent military patients; one ward for medical and surgical dependent patients and one obstetrical ward. At the end of the reporting period, 71 of the operating beds were occupied, 47 of which were military patients and 24 were dependent patients. During September 1953, the obstetrical service handled 75 deliveries. The outpatient service complete 717 complete physical examinations, 3366 immunizations of various types, and rendered 8675 treatments on the dispensary and clinical services to military personnel and their dependents.

5. TRAINING

a. The military or ground training of the unit is being carried out under the provisions of SAC Regulation 50-6 and SAC Regulation 50-8, Supplement II, Individual Military Training. Technical training in individual specialties is carried out in the practical phase by the assignment of personnel to duty with departments and/or sections within the organizational structure of the fixed medical facility. Special emphasis is placed upon the qualifications and progressive training of personnel assigned to the Tactical Support Elements of the organization. Due to the

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importance of the mission of these elements, personnel assigned thereto are considered to be fully trained and readily available for such duties.

6. SUPPLY

a. The major shortage of supply is the infirmary, Medical, 36 bed, Air Transportable. Since this item comprises the major portion of equipment for the Tactical Support Hospital the operational readiness of the unit is seriously impaired. This item has only recently been standarized by the medical service and its distribution to units in the field is moving slow. Requisitions have been placed. This unit has been advised that shipment will be accomplished as soon as depot stocks permit.

7. MAINTENANCE

a. With the assignment of all elements of the organization to the home base during the month, maintenance of tactical medical equipment presented no problems. There were no major maintenance problems involving medical equipment of the fixed facility nor of buildings in use by the organization.

8. MORALE AND RECREATION

a. Morale among personnel of the group was considered high during the month. This unit is continuing to carry out an aggressive sports program for assigned personnel. The facilities of the unit Day Room receive extensive utilization by the airmen personnel.

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ROSTER OF KEY PERSONNEL
308th Medical Group

Rank	Name	Duty
Major	Donald M. Kennett, USAF(MC)	Commander
Major	Edwin Lambright, USAF(DC)	Dental Surgeon
Captain	Margaret R. Bucko, USAF(AFNC)	Chief Nurse
1st Lt.	James H. Holland, USAF(MSC)	Adjutant
1st Lt.	John H. Boyd, USAF(MSC)	Medical Supply Officer

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HISTORY

308TH. BOMB WING(M) JET



HUNTER
AIR FORCE BASE
SAVANNAH, GA.

OCT. 53

STRATEGIC AIR COMMAND



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RESEARCH STUDIES INSTITUTE U.S.A.F. HISTORICAL DIVISION ARCHIVES BRANCH

KWG-308-H1 (Bomb-)
Oct 1953

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Auth: CO 308th Bomb Wg.
30 Nov 53 Nelson
Date Int.

HISTORY

OF

308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE

SAVANNAH, GEORGIA

— FOR —

1 October - 31 October 53

M. A. PRESTON
COLONEL, USAF
COMMANDER

CHARLES R. NELSON
CAPTAIN, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

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PREPARED BY S/Sgt John Sonovich

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COORDINATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

1 October - Nineteen B-47 crews reported to Pinecastle and Wichita Air Force bases.

2 October - Colonel J. H. Thompson returned from TDY and assumed command of the wing.

13 October - Fifth Officer Promotion Cycle received from Headquarters USAF

15 October - MTD classes commenced for 308th personnel.

16 October - Nine observers were detailed to Pinecastle AFB for Phase II Observer Training.

Wing Regulation 8-2 was published.

Staff crews returned from B-47 OCTS at Wichita AFB.

19 October - Wing Logistics Officer attended Staff Indoctrination Courses at MacDill AFB, Florida.

Urgent received for 308th A & E Maintenance Squadron

21 October - Wing Regulation 50-9 was published.

23 October - Colonel H. A. Preston returned from B-47 transition to resume command of the wing.

24 October - Clothing showdown inspection was conducted throughout the wing.

Wing Supply Officer attended a conference at MacDill AFB.

31 October - 174:10 hours flown during October by the wing.

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CHAPTER

I

ORGANIZATION

&

ADMINISTRATION

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ORGANIZATION

On the second of October, Colonel James H. Thompson, who was TDY attending a commander's conference, returned and assumed command as acting Wing Commander. 1 /

Approximately mid October, the 308th's first group of personnel, who were attending Staff Crew B-47 transition COTS at Wichita completed their course and returned to this station. Among them was Colonel R. A. Preston, who assumed command of the wing on 23 October 53. 2 / Other members of the staff crews were Lt Colonel John O. Vick, Lt Colonel Francis B. Winget, Lt Colonel Giles C. Avriett, Major Edwin J. White Jr., and Major Ross L. Clements whose return resulted in major changes in key personnel.

1 / GO 50, 308Bw dtd 2 Oct 53. (Exhibit 1)
2 / GO 52, 308Bw dtd 23 Oct 53. (Exhibit 2)

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ADMINISTRATION

October, as August and September was a slow administrative month with the exception of processing personnel to and from transition schools.

During the period 7 through 14 October 53, a basic administrative refresher course was conducted by NCO's of this wing for all squadron chief clerks, special order clerks, and adjutants. Topics discussed were as follows; Preparation of Special Orders, Maintaining of Publications and Correspondence Files, Records Disposition, Preparation of TWX's and Correspondence, Preparation of P-6, Purpose of Inspection System and Maintenance of Officer's Records.

To insure all airmen of this wing have required amounts of clothing, a show-down inspection was held in all squadrons on the 24th of October. A follow-up inspection will be held at a later date giving airmen ample time to make up their losses.

Two new regulations were published within the wing during October. The Wing Adjutant's Section revised its regulation 6-2 regarding reproduction of printed matter 3/, while the Operations Directorate produced Wing Regulation 50-9 outlining the OJT program. 4/

3/ 308Bw Wg Reg 6-2 dtd 16 Oct 53 (Exhibit 3)
4/ 308Bw Wg Reg 50-9 dtd 21 Oct 53 (Exhibit 4)

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The Classified Document Section continued its inventory on all documents charged to the Directorates and Squadrons. The amount of unnecessary documents held within these agencies is somewhat amazing. During the month of October it was determined that approximately 1/3 of the classified documents charged to this wing have been either destroyed or returned to Division Classified Documents. At the completion of this project and with the new 90 day suspense system on all classified documents there should be no recurrence of this nature.

As a step forward concerning prestige of NCO's a wing board of top ranking NCO's was appointed to advise the Commander on action taken or proposed toward maintaining prestige. 5 /

One of the big morale factors throughout the Air Force is the present promotion policy of airmen. Word has been received from higher headquarters to make recommendations toward improving the present system. The Wing Adjutant's Section published a letter giving present qualifications for promotion, forwarded letter to all squadrons and requested their suggestions to improve present methods. A consolidated list of recommendations will be forwarded to higher headquarters. 6 /

Trying to do their part toward the Community Chest Drive, wives of officer personnel of the 308th Wing, put on a skit at the officer's club on 31 October 53. It proved a sucess in being humorous as well as boosting donations for the Community Chest. 7 /

SECURITY INFORMATION

5 / 308BW Adj Ltr dtd 21 Oct 53, Subj: Status of NCO's (Exhibit 5)
6 / 308Bw Adj Ltr (pertaining to AF Promotion Policy) (Exhibit 6)
7 / 308BW Officer's wives skit (Exhibit 7)

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SECURITY

At the request of the Commander, the Wing Security Officer submitted a study on the advantages of forming an Air Police Squadron within the Wing. If approved, this plan was believed capable of improving security on the flight line, as well as increasing morale and personal prestige of security guards. 8 /

During the month, several penetration checks were made on the ramp against 308th Air Refueling Squadron aircraft (KC-97's). Improvement in guarding aircraft was noteworthy.

Phase I of the Security Indoctrination Program neared 100% completion. To facilitate presentation to newly arrived personnel, required to undergo this instruction before being given final security clearances, the lectures were tape recorded by squadron security officers.

Material for phase II of the Security Indoctrination Program arrived in late October and was scheduled for the month of November, at the base theater. Drawn from material furnished by SAC, these lectures will continue indefinitely.

Assignment of additional personnel to the 804th Air Police Squadron made it possible for the wing to return off-duty-hours security responsibility to the Air Police early in October.

8 / D/F dtd 20 Oct 53, Proposed 308BW Air Police Detachment (Exhibit 8)

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CHAPTER

II

PERSONNEL

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PERSONNEL

Officers constituting the key personnel of the officers of the Directorate of Personnel, 308th Bombardment Wing, Jet (M) were as follows:

Major John M. Kirklin	Director of Personnel
Captain James O. Caton	Deputy Director of Personnel
1/Lt Clayton L. Crabbe	Class. & Assign. Officer
2/Lt William S. Morse, Jr.	Personnel Officer

A total of four (4) officers and seven airmen were assigned to the Directorate of Personnel during the month.

The Combat Crew Control Section was absorbed by the Directorate during the month due to the officer in charge, Major William J. Wheeler, being detailed to B-47 transition and the airmen being discharged under the early release program.

GENERAL

Of predominant concern during the month of October was the Fifth Officer Promotion Cycle which was received by the Wing on 13 October 53. The criteria for eligibility was as follows:

Grade	Dt Int Apnt pr to	On A D Pr to	Min AFSC in Gr ASOF
Lt/Col to Col	1 Apr as Lt/Col	1 Jul 52	12 months 1 Jan 53
Maj to Lt/Col	1 Apr 51 as Maj	1 Jul 52	12 months 1 Jan 53
Capt to Major	1 Jul 51 as Capt	1 Jul 52	12 months 1 Jan 53
1/Lt to Capt	1 Jul 52 as 1/Lt	1 Jan 53	6 months 1 Jul 53

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It was necessary to photostat each officer's WDAGO Form 66 who was eligible for promotion, to insure the Command Copies of the Form 66 were up-to-date. The Wing had a total of one hundred sixty (160) officers eligible for promotion, 45.6% of officers assigned. A breakdown revealed that three (3) Lt/Cols were eligible for promotion to Colonel; seventy-six (76) Captains were eligible for promotion to Major; sixty-seven (67) 1/Lts were eligible for promotion to Captain. Higher Headquarters established categories in which all eligible officers were to be classified. The system adapted was:

Category	308th BW Officer's % by CaT
A. Exceptionally well qualified	10%
B. Qualified Beyond a Doubt	46.9%
C. Not Yet Qualified	3.8%
D. Not Recommended for Cause	1.6%
E. Unknown	38.8%

The only apparently striking percentage was in Category "E" (Unknown), however this could not be overcome because of the recent input of personnel assigned the Wing from the Training Command within the last sixty days.

The 308th Medical Group, not included in the above figures, has five (5) officers eligible for promotion. Two Majors, one Doctor and one Dentist, were eligible for promotion to Lt/Colonel. Two nurses were eligible for promotion to Major and one 1/Lt (Medical Service) was eligible for promotion to Captain.

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Quotas for airmen promotion were received during the month. The Wing received the following quotas for promotion; M/Sgt - 1, T/Sgt - 4, S/Sgt - 12, A/1c - 17, and A/2c - 37. Promotions to the first taree grades were still based on SAC-wide vacancies. As long as this condition exists more career fields are closed to promotion than open. This results in only a small percentage of the total eligible even being considered for promotion.

During the month of October official information was received that the reclama action pending on one officer assigned the Wing was granted. Thus, the last officer to feel the effects of the Reduction in Force program "took another breath". The last officer to be separated under the RIF program released as of the 9 October 53. It is encouraging to know that no similiar policies are "in the making".

The second phase of early release for enlisted which was announced during the latter part of September, began to be felt in October. The majority of airmen eligible for release were discharged this month. Approximately 130 airmen were discharged with approximately 95 of them being the excess gunners.

Certain career fields remained short of qualified personnel. A requirement exists within the Wing for Photo Interpreters AFSC 2044, with this need becoming more critical next month when the Wing loses one additional PI through normal separation. The Wing also requires officers qualified in the Munitions or Special

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Weapons Career Field. The Wing has an authorization for two, with none currently assigned. The authorization for eight (8) Armament Systems Officers (3234) still remained short four officers. It is felt these shortages can be alleviated in the near future by requisitioning.

Crew training continued during the month of October. The Wing sent 19 B-47 combat crews off to transition reporting to Pinecastle and Wichita on 1 October 53. With the departing of the last combat crews, the only remaining crews to be sent are two staff crews. Nine (9) observers were detailed to Pinecastle to attend Phase II of the Observer training on 16 October 53.

The return of the Wing's first staff crews began to show the progress the Wing has made in the past few months toward becoming "the best". The only remaining B-47 crew training is to take place next month when a total of thirty-six (36) observers will be sent to Phase II B-47 Observer Training.

The Air Refueling Squadron during the month of October continued to expand. At the end of September, the squadron had assigned fifty-four (54) airmen and at the end of October the personnel strength had increased to seventy-one (71) officers and two hundred fifty-three (253) airmen. The large imput of airmen can be attributed to the leveling off process between 2d and 308th Bomb Wing and the large influx of apprentice level personnel from basic technical schools.

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The Wing received an unusually large amount of quotas for the month of October. Fortunately the net result was the loss of only one officer to Keesler AFB, Mississippi, where he is to be an Electronics Counter Measure Instructor. However, the Wing wasn't as fortunate with the monthly overseas quotas for the airmen. The Wing lost a total of ten (10) airmen. The majority of these losses were in career fields that the Wing is already critically short.

MANNING

Officers: Body manning within the Wing decreased from 97.8% in September to 96% in October. Effective manning increased from 70% in September to 81 % in October. The slight decrease in body manning can be attributed to officers going PCS to training command. Effective manning increased 2% over last month due to recent inputs and the "catching up with loose ends" of the conversion. Shortages in certain technical career fields sustains the Wing from obtaining the 100% effective manning. It is anticipated that officers effective manning will increase in the ensuing months.

Airmen: Body manning for the month of October decreased from 96% in September to 95% and effective manning increased to 42% as compared with 41% in September. The low effective manning can be attributed to the comparatively new T/O, which authorizes personnel at supervisory levels of which the Wing has no capabilities to fill at this time. Re-classification in accordance with AFM 35-1 also contributed in part to this situation.

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Manning in critical career field was as follows:

Career Field	Body Manning	Effective Manning
20 (Intelligence	78%	35%
321 (Bomb Nav Sup)	28%	4%
323 (Gun Laying Sup)	190%	6%
40 (Intricate Equip Rep)	36%	22%
42 & 43 (All Acft Maint)	105%	32%
64 (Supply)	98%	82%

Authorized and assigned Personnel as of 31 October 53

Unit	Officers		Airmen	
	Auth	Asgd	Auth	Asgd
308th Hq Sq	45	51	106	116
308th Air Mtg Sq	85	71	229	253
373d Bomb Sq	66	70	106	136
374th Bomb Sq	66	72	106	129
375th Bomb Sq	66	63	106	118
308th A & E Maint Sq	13	10	337	175
308th Fld Maint Sq	7	8	349	355
308th Periodic Maint Sq	5	6	181	152
308th Medical Group	27	14	98	99
	380	365	1,618	1,533

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GAINS & LOSSES

The gains and losses of personnel for the month of October indicated a definite decrease in gains and an increase in losses, as compared with the month of September. Total gains for the month were 202 and total losses 240. Officers gained during the month - 20; lost 23. September's officer gains were 36; lost 40. Airmen gained during October - 182; lost 217. September's airmen gains were 331; lost 162. The airmen gained were chiefly in the 43 career field, but at a low skill level. The losses were chiefly in the 32 career field.

CLASSIFICATION

During the month of October, there was considerable reclassification in the 308th Bomb Wing. Approximately 213 cases of reclassification took place; of this number approximately 152 were officers and the remainder airmen. The large number of officers reclassification was due to the change to AFM 36-1. Under the provisions of this change all officers possessing the AFSC's as outlined in AFM 36-1A, either as primary or additional, entry level or fully qualified , were re-evaluated in accordance with AFM 36-1A. In most cases it was a re-evaluation of additional AFSC's to determine if the officer met the rejuvenated qualifications as outlined in change 36-1A to Air Force Manual 36-1.

Airmen Proficiency Testing is now under way for the 27, 29, 46, 47, 60, 62, and 96 career fields. The testing for the above mentioned career fields has been scheduled for the week 16 through 21 November.

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Wing Regulation 50-9, dated 21 October 1953, was published during the month of October, to establish an On-The-Job training program within this Wing for the purpose of meeting manning requirements and to aid in the career development of personnel assigned to this Wing. In general, it established a program for On-The-Job training in the Ground Training Section, Directorate of Operations and for each squadron within the Wing. This program will follow the policies established by directives from higher headquarters.

Records of airmen of this Wing were screened on all Helper Level Low Aptitude airmen and were reported to higher headquarters for possible reclassification action.

A new program was set up by higher headquarters for initial assignment of personnel to the Wing. When an officer or airman is assigned to the Wing for his initial assignment and the assignment requires a duty AFSC change, this headquarters is notified by letter of the appropriate action to be taken in advance. Upon receipt of this letter, action is immediately taken to announce the initial duty assignment on a Wing Personnel Actions Memorandums. These policies are greatly helping to alleviate unauthorized duties and to aid in effectively manning the Wing T/O's.

SCHOOLS

During the month of October a decrease in school quotas for officers was noticed. The Wing received a total of six (6) spaces

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to Primary Observer Upgrading Course #150001 at Ellington AFB, Texas. With the present restriction prohibiting navigators from attending cited course, the Wing has almost completely exhausted the supply of Bombardiers and Radar Operators for attendance at this course. Requests for staff officer training in Special Weapons and Radar Bomb Indoctrination Case for calendar year 1954 were forwarded to higher headquarters during the month.

During the month of October 1953, there also was a downward trend in airmen going to school in comparison to the month of September. In the month of October only two airmen were sent to school in a POS status as compared with twenty in the preceding month. One airman went to Organizational Supply Specialist School at Francis E. Warren AFB, Wyoming, and one airmen went to Refrigeration Equipment Repair School at Fort Belvoir, Virginia. Forty-nine airmen were sent to school in a TDY status, thirty-two were sent to Lowry AFB, Colorado, to attend the K-Series System Mechanic Special Training Package. Nine airmen were sent to Chanute AFB, Illinois, to attend Engine Analyzer Training in the Bendix and Sperry Operator Phase. The remaining eight airmen were sent to different types of advanced and special training schools.

MORALE

Morale within the 308th Bomb Wing during October was far above average. This can be attributed to personnel being effected by promotion policies, and the return of staff personnel from B-47 training.

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It is most gratifying to know that the day will soon come when the wing will be supporting the B-47 in flight.

GROUND SAFETY

The month of October saw an increase in accidents to 308th Bomb Wing personnel but a decrease in the cost to the government compared to the month of September. Ten (10) accidents occurred during duty hours and twelve (12) accidents during off-duty hours with a cost to the government of $1,658.00.

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CHAPTER

III

OPERATIONS

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TRAINING

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OPERATIONS

October witnessed the virtual curtailment of flying activities within the 308th Bombardment Wing. All flying done was accomplished by the 308th Air Refueling Squadron in KC-97 aircraft. Projected flying time was 120:00 hours, time accomplished was 174:10. Of this, 5:50 was test hops, 1:15 ferry and the remainder devoted to training of new crews and acceptance flights on new aircraft. A major difficulty encountered was obtaining flying time for rated personnel of the wing not assigned to the 308th Air Refueling Squadron. This was accomplished by scheduling most of the observers on Second Bomb Wing aircraft. The remainder of the observers and all the pilots flew on Base Flight aircraft although pilot openings were not made available to us until 29 October 1953.

A major activity within the directorate was the planning of the B-47 flying training program anticipated to commence in early December. This planning was mainly concerned with the requirements of Strategic Air Command (SAC) Regulation 50-43 and the field check requirements established by 38th Air Division. The overall purpose was to establish the mission requirements per crew necessary to attain the combat ready status and to establish the date when the wing would reach combat readiness. Operations Memorandums were published to meet the requirements outlined in the above-cited directives. Final planning on this program will be completed during November.

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The major activity of the Plans Section was concerned with the training program of the 308th Air Refueling Squadron.

GROUND TRAINING

Ground Training continued at an accelerated pace during the month of October. Two Advanced Survival quotas were met on 7 and 23 October 1953 with this training being accomplished at Stead Air Force Base, Nevada. Foremost among the concurrently functional training courses was the establishment of the B-47 Mobile Training Detachment (MTD). As a result of coordination between the 38th Air Division, 308th Bomb Wing, 2d Bomb Wing and representatives of the MTD, it was agreed that the 308th Bomb Wing be committed to fill the first five maintenance classes. This allotment was based upon the anticipated arrival dates of the B-47 aircraft in this wing. The first class entered on 15 October and will graduate on 27 November 1953. Fifteen men attend each class and at this rate of flow, the wing will have 75 mechanics through this vital training element by 24 December 1953. Jet engine specialist training began on 19 October with 15 men of the wing attending. It is planned that this wing will furnish personnel for the first nine of these specialist courses with the Second Bombardment Wing furnishing the next nine. This training will continue on an alternate week basis after completion of the 18 weeks outlined above. Two regularly scheduled quotas were utilized for altitude chamber training at MacDill Air Force Base, Florida by composite groups from the three bomb squadrons. This last input brought the percentage to 95 of B-47 crew members who have completed

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this high priority training item. In addition to the above, three quotas were filled with personnel of the 308th Air Refueling Squadron attending this training course on 3, 10, and 17 October 1953. A Master Ground Training Schedule was published and distributed to all units of the wing. 9 /

GUNNERY

The Wing Gunnery Officer attended the Strategic Air Command (SAC) Steering Committee which was held at SAC Headquarters at Omaha, Nebraska. Gunnery problems incident to the B-47 program were discussed. 10 /

FLYING SAFETY

Flying Safety meetings were held and an overall attendance of 92% of available personnel attended. A very vigorous Flying Safety program is being pursued in the 308th Air Refueling Squadron. All flying regulations and ground operations are being emphasized. As pilots report in, they are being given a 100 question examination covering all flying regulations. This complies with directives from Second Air Force outlined in the message from that headquarters, 2AFOS, dated 2 June 1953. The use of Refueling Hydrants was investigated and recommendations made to the 38th Air Division for their use. Pilots of the wing that are not in transition school are flying in Base Flight aircraft. It was found that base check-out procedures in the C-47 aircraft are excellent and up to date.

9 / Master Ground Trng Schedule, October, 308th Dir of Operations 308th Bomb Wing dated 23 September 53 (Exhibit 9)

10 / Agenda, "Flexible Gunnery Steering Committe," Hq SAC, 7-8 Oct 53

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Field facilities were checked and in each instance no serious discrepancies were noted. Over-runs at ends of the runway were thoroughly inspected and found to be in excellent condition. Runway and taxiway conditions are generally good, however, a few small holes were found near Base Operations where jet fuel had been spilled on the macadam.

INTELLIGENCE

"Inventory" was the keynote of activity within the Intelligence Section during the month of October. A complete inventory of all classified documents was made in cooperation with the Wing Classified Documents Section. As a result, a single system of registering documents has been implemented where formerly three such systems were used. The new system will result in a saving of man-hours by providing a ready reference for all documents on hand. October witnessed the start of the P-2 Testing Program. All personnel on flying status in the 308th Bombardment Wing will be tested as regards Combat Crew Identity Cards. In keeping with the Base Area Beautification Program, the area adjacent to the Intelligence Building has been given a face-lifting. The major activity in the Target Intelligence was the completion of the SAC O-2 Report for both the 308th Bombardment Wing and the 38th Air Division. In line with the domestic target program a prediction plate on Atlanta was completed except for cutting.

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CHAPTER

IV

MATERIEL

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The 308th Bombardment Wing (H) was scheduled to fly 120:00 hours during the month of October. The wing flew a total of 174:10 hours which was composed of 167:05 hours operational and 7:05 hours test hops and ferrying time. A total of 15,118:30 maintenance hours were required to meet the flying schedule. Having only KC-97 type aircraft assigned, the 308th Air Refueling Squadron met the flying requirements with six crews. There were no refueling operations during the month due to non-availability of aircraft to refuel and the training of pilots in transition and navigation.

There were 22 aircraft assigned to the wing with 21 on hand and one TDY at Barksdale Air Force Base for Operational Training. Of the aircraft on hand there were 16 KC-97G and five KC-97F type aircraft. Six KC-97 aircraft were received during the month.

The phase out of the B-29 type aircraft was completed. The revision of the Maintenance Information File, and retirement and destruction of documents and TO's pertaining to B-29 aircraft began early this month. Likewise, an intensive training program was established by the Mobile Training Detachment, consolidating the maintenance requirements of the tactical and maintenance squadrons of the wing.

During the month the AOCP rate was 32% and AFTE rate 37%. The reason for this high rate was mainly due to the fact that Base Supply had no previous experience with KC-97 aircraft AOCP items and were

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unable to anticipate the necessity for such parts. All of the AOCP's and AFTL's were on KC-97 type aircraft.

There were 11 UR's submitted for the month. This brings the total number of UR's submitted thus far on KC-97 type aircraft to 16 since the arrival of the first KC-97. The most recurrent mechanical failures have been on the IFR Hydraulic Pump.

Five Technical Representatives were assigned during the month; one from Boeing Airplane Company, one from General Electric Company, one from Pratt and Whitney and two from International Business Machine Company bringing the total to nine Technical Representatives presently assigned to the wing.

On 28 October, Lieutenant Colonel Giles C. Avriett returned from a 67 day course of instruction at Wichita AFB, Kansas to resume duties as Chief of Maintenance.

Considerable improvement was shown in the TO compliance percentage from the month of September through the month of October. In the month of September there was a 48% TO rate on 10 aircraft, as compared to 37% open TO's on 21 aircraft in October. Parts and kits have begun arriving at this station leaving 40 TO's requiring kits on 21 aircraft, approximately 48% of all open TO's. TO's requiring no parts or kits have shown a great decrease from September to October. There were 41 open TO's in September as compared to 25 open TO's in the month of October.

Total malfunctions for the wing during the month were 10. Of these, two were material failures (Airborne), four maintenance errors (Ground) and four material failures (Ground).

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FACILITY PLANNING

The month of October was most successful from a facilities planning standpoint. Many of the projects planned in recent months were successfully completed. The end of the month found the 308th Bombardment Wing (H) progressing facilities-wise at a note-worthy rate of expectancy.

The work of this office was channeled to include three categorical efforts; namely, work order requests with followups, present accomplishments, and future plans. These are discussed below in that order respectively.

Work Orders A Work Order Review Board was established this month by the base commander. The board will review all work orders disapproved by the Air Installations Officer. This board will further function as reviewing authority on work orders costing more than $200, but less than $2,000 since work orders cannot be approved by the Base Air Installations Officer if costs exceed $2000.

Review action by this recently established board, resulted in favorable action on several of the 308th work orders which were previously held up or disapproved. Among these were the projects for the Armament and Electronics building, the wing wash rack, and the 375th Bombardment Squadron operations office.

Another recomendation by the above board was to send back to the 2d and 308th Bombardment Wing, Materiel Directorates respectively all work orders more than three months old for review and resubmission if still in a "current requirement status." This action was designed to reduce a large backlog of outstanding BAIO work.

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Present Accomplishments Note-worthy accomplishments during this reporting period was seen in the building which will accomodate the interim A & E facility. A & E personnel repositioned a few of the old partitions and BAIO installed the necessary power. The ceiling was repaired in two of the rooms leaving the building almost ready for the A & E people to start work on the I-System mockups. An outstanding problem remains, to obtain the necessary fluorescent lights for the 72 work benches which are being fabricated in the base woodmill for this shop.

Work started this month to modify the present B-29 wash rack to fit the KC-97 type aircraft. This project should be completed in about three weeks.

The 375th Bombardment Squadron operations office was completed during this past month. Although the work order review board approved this project, the painting of the new office was not authorized at that time. It is hoped a portion of the project will be authorized in the near future. The only remaining work to be done in that particular office is to repaint the interior, install a few light fixtures, and install a water outlet on the outside of the building for watering the surrounding grassy area.

A project that involved all squadrons this month was the clean up of the south cantonement area. Correspondence was forwarded to all squadron commanders concerning the implementation of this project. BAIO responded immediately by cutting the high grass and weeds in the areas assigned them for their upkeep. In addition they replaced rotted logs in parking areas, furnished grass seed, fertilizer and

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growing grass for lawn areas as required. Most noticeable example of this assistance was the help given to the Field Maintenance Squadron and their efforts to beautify their area. It is hoped the present seeding of these areas will result in lawn areas by spring and help eliminate dust during dry windy seasons. The 373d Bombardment Squadron was commended for the excellent appearance of their area.

An important physical move which took place during October was the movement of the 374th Bombardment Squadron operations. Of interest is the fact that before this particular move could be realized, a series of preliminary moves had to be accomplished. Briefly, six sections in as many buildings were effected to promote the above cited move. A recapitulation of these moves is covered at the end of this sections report.

Of special interest was the movement of the 3908th Strategic Evaluation Squadron readying their building for the 308th Dispensary. It was hoped that by such a move an increase of medical attention for personnel of this wing may be achieved together with a saving in man hours. To have a dispensary on both sides of base should increase the efficiency of the wing considerably.

The Air Refueling Squadron moved into one half of their new operations building under the "beneficial occupancy" clause in the District Engineers contract. Total occupancy of the building should be realized by 10 November 53. The sliding panels required for use by the Intelligence Section and which were under discussion last month were approved by the District Engineers. These should be

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in place when the operations building is totally completed.

An acute problem developed this month relative to billeting space for airmen returning from service schools. Since squadron barracks were already filled to capacity, returnee airmen made the condition a critical one. Immediate action was taken to screen all squadron barracks for space to accomodate these returnee airmen. Failure to find additional billeting spaces prompted this office to notify the Base Director of Materiel the seriousness of the situation. Airmen were of necessity quartered in every conceivable space available in the barracks including day rooms and supply rooms. The Base Director of Materiel could not assist or alleviate the situation since the base as a whole is faced with the same problem. This unfortunate development cannot be remedied until the Field Maintenance Squadron and the Air Refueling Squadron move their personnel to the new airmen's barracks which is scheduled for the third week in November.

Future Plans An important future plan discussed during this reporting period was the project to modify the docks for KC-97 type aircraft. Since approval was received from MAC and WTAMA for this project, AIO will ask bids for contracts on or about 15 November. It was believed that such contracts should be "let" on or about 15 December, with an estimated completion date set for 31 January 54.

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The first new barracks will be ready for occupancy on 16 November 53. The 308th Bombardment Wing has been authorized to occupy 176 rooms in the new barracks instead of the planned 264. This means instead of moving the personnel of six squadrons as had been contemplated, the 308th Bomb Wing will only move personnel of two squadrons. In view of the above, present plans are to move only the Field Maintenance Squadron and the Air Refueling Squadron. The movement of the orderly room section of ARS into the new barracks will not be required as it is already located on this side of the base. The Field Maintenance Squadron will have to move its orderly room and supply room to the wing briefing room for the time being.

This office was studying a plan to utilize three temporary barracks for combat crew personnel of the three tactical squadrons. The proposed action would result in usage of rooms for storage of combat crew type personal equipment of the respective squadrons. In addition these buildings would afford crew personnel a place to shower and change their flying clothing after a mission. Addition of these buildings would add 4700 square feet of space to squadron operations sections. This space added to the present 3000 square feet would still be less than the authorized 8000 square feet allowed by USAF criteria.

This wing's plan established a non-commissioned officers mess in the new barracks. Cited plans have been approved by the Base Food Service Officer and the mess should do much to help raise the prestige of the NCO's in the wing.

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Drawings for converting the remaining 12 castle maintenance stands into small hangar like structures were completed during October. These buildings would be utilized by sections as follows; ground power, tire build-up and the engineering tool cribs. Courtesy copies of these drawings were presented to the 2d Bombardment Wing for their possible use and the 38th Air Division, Director of Materiel for approval. At present we are waiting the cost estimate from AFO per one such conversion before drafting a letter to the 38AD for forwarding to SAC for approval.

Plans have been changed regarding use of the 3908th Strategic Evaluation Squadron's building when they move out in December. Though Maintenance Control and the Technical Representatives were originally slated for occupancy, it has been decided that the ground power section should be assigned this building. What effect the medical claim with regards to the whining noise the Genco power units may have on personnel in the Maintenance Control Section, which will be located just behind as the result of the action immediately above, remains to be known and may be justification for relocating the ground power section and its equipment at a later date.

LOGISTICS OFFICE

A very brief report of activities was submitted by the Logistics Office of the Directorate of Materiel since all members were absent from 15 through 31 October.

A significant loss to the section through a PCS was felt when T/Sgt Harold M. Camp was transferred to the Alaskan Air Command.

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M/Sgt Kuzma the Logistics Maintenance Supervisor was absent (TDY to Amarillo, Texas) during the months August through October and Senior Clerk Typist, S/Sgt Maleika was granted a 14 day leave. Major John F. Deronde, Logistics Officer, experienced a Staff Indoctrination Course at MacDill AFB during the same period. As a consequence, only the following noteworthy events took place during this reporting period.

This office completed during the first two weeks of October a special project known as "The Materiel Status of Progress Report", designed to reflect phasing out and input of equipment for the 308th Bombardment Wing. This information was in turn forwarded to the 308th Comptrollers Section for information and action.

Interesting to note is the informal report given by M/Sgt John P. Kuzma who returned from Amarillo, Texas, after a 90 day TDY in which he attended the B-47 Specialized Maintenance Course. 11/ M/Sgt Kuzma with AFSC 43170, makes a general statement that the course in general is less thorough, less current, and otherwise obsolesent in nature than the factory courses of instruction given for example at Wichita, Kansas. Specifically, B-47 "E" type aircraft were covered at Amarillo with little reference to the "E" type, subject aircraft due for transfer or receipt soon at Hunter AFB. It is anticipated that a letter of constructive criticism will be forwarded to 3320th Technical Training Wing at Amarillo AFB, for purpose of inviting attention to type instruction being given together toward action which would draw changes in curricula designed

11/ Informal Rpt on B-47 Specialized Maint Crse at Amarillo, Texas given by M/Sgt John P. Kuzma (Exhibit 10)

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to keep current personnel in their knowledge of highly specialized Air Force equipment.

The Staff Indoctrination Course attended by the Logistics Officer at MacDill AFB on dates 19 through 30 October, warranted the following comments.

In general the course of instruction which was strictly of the OJT type was beneficial to this wing. Participating as observer at supply panel sessions monitored by SAC teams, this officer found that many UPLAB and UAL changes would be incorporated in revised and forthcoming changes of publications on or about January 1954. Numerous personnel changes also would be made from a mobility standpoint, particularly in the Air Base Group units of B-47, KC-97 type wings.

The inclusion of Supply and Maintenance MOCIC's from MacDill AFB (306BW) into the SAC panels conducting the study, is most noteworthy, i.e., a first hand picture was obtained with reference to recommendations as might be expressed by the using echelons.

As a result of this visit, it was felt that attempts toward finalization of the 308th Bombardment Wing Mobility Plan relative B-47, KC-97 type aircraft be held in abeyance pending receipt of these panel accepted changes which may be forwarded by the Strategic Air Command. In the interim period however, efforts would be expended by the Logistics Office to bring into a current status other portions of this wings Mobility Plan.

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SUPPLY

The UPRAAL for the 308th A & E Squadron was received on 19 October 1953. The In-Use Inventory and Variable Item Report and golden rod copy (AMC) are due to higher headquarters within the thirty (30) day period.

The Supply Officer, Major James B. Davis, spent two weeks at MacDill AFB, working in close coordination with the Director of Materiel, Supply office of the 306th Bombardment Wing.

A special requisition report on B-47 conversion was forwarded to SAC. The percentages reflected a "piece-meal" gain over the previous reporting period with the final percentages being completed on 15 November 1953.

A special report on cirtical items was begun by SAC. These items will be screened the 7th and 22d of each month, allowing closer coordination between SAC and AMC.

Procedures established for handling special weapons within the wing was put into effect.

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CHAPTER

V

MISCELLANEOUS

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 30 September 1953.

Colonel Maurice A. Preston	Wing Commander
Captain Charles A. Nelson	Adjutant
Major John M. Kirklin	Director of Personnel
Colonel James H. Thompson	Director of Operations
Colonel Ralph C. Jenkins	Director of Material
Lt Colonel Alton A. Cary	Comptroller
Major Clifford L. Lundgren	Intelligence Officer
1st Lt Thomas M. Mason	Commander Headquarters Squadron
Lt Colonel Perry P. Menzies	Commander, 308th Air Refueling Squadron
Major Edwin J. White Jr.	Commander, 373d Bomb Squadron
Lt Colonel John O. Vick	Commander, 374th Bomb Squadron
Major Boyd V. Wakeman	Commander, 375th Bomb Squadron
Lt Colonel Ralph H. Schneck	Commander, 308th Field Maintenance Squadron
1st Lt Neil H. Humphrey	Commander, 308th Periodic Maintenance Squadron
Major Jess L. McNeil	Commander, 308th Armt & Elect Maint Squadron
Major Donald M. Kennett	Commander, 308th Medical Group

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GLOSSARY

Abbreviation	Meaning
TDY	Temporary Duty
SAC	Strategic Air Command
AMC	Air Material Command
OJT	On-The-Job-Training
CCTS	Combat Crew Training School
NCO	Non Commissioned Officer
PI	Photo Interpreter
T/O	Table of Organization
TO	Technical Order
AFM	Air Force Manual
AFSC	Air Force Specialty Code
AOCP	Aircraft out of commission for Parts
ANFE	Aircraft not fully equipped
UR	Unsatisfactory Report
IFR	In-flight-refueling
BAIO	Base Air Installations Office
WRAMA	Warner Robins Air Material Area
UPAEAL	Unit Property Record Equipment Authorization List

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2. Wing Central Files
3. History of Directorate of Personnel for October 1953.
4. History of Directorate of Operations for October 1953.
5. History of Directorate of Materiel for October 1953.
6. History of 373d Bomb Squadron
7. History of 374th Bomb Squadron
8. History of 375th Bomb Squadron
9. History of 308th Air Refueling Squadron
10. History of 308th Field Maintenance Squadron
11. History of 308th Periodic Maintenance Squadron
12. History of 308th Armament & Electronics Maintenance Squadron
13. History of 308th Medical Group
14. Interview with M/Sgt John P. Kuzma.

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APPENDIX

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LIST OF EXHIBITS

1. 308Bw, General Order 50, 2 Oct 53
2. 308Bw, General Order 52, 23 Oct 53
3. 308Bw, Reg 6-2, 16 Oct 53
4. 308Bw, Reg 50-9, 21 Oct 53
5. 308Bw Ltr, Subj: Status of WOG's dtd 21 Oct 53
6. 308Bw suggestion sheet for improvement of present promotion AF policy
7. 308Bw Officers wives Skit
8. D/F dtd 20 Oct 53, Subj: Proposed 308Bw Air Police Detachment
9. October Master Ground Trng Schedule, 3-0, 308Bw, 23 Sept 53
10. Informal Rpt on B-47 Specialized Maint Crse at Amarillo AFB by A/Sgt John P. Kuzma.
11. Personnel Statistics for October 53.
12. History, 373d Bombardment Squadron for October 1953
13. History, 374th Bombardment Squadron for October 1953
14. History, 375th Bombardment Squadron for October 1953
15. History, 308th Air Refueling Squadron for October 1953
16. History, 308th Periodic Maintenance Squadron for October 1953
17. History, 308th Field Maintenance Squadron for October 1953
18. History, 308th Armament and Electronics Maintenance Sq for October 1953
19. History, 308th Medical Group for October 1953

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 50)

2 October 1953

RESUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned resumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia.

J. H. THOMPSON
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

2

October 1953

GENERAL ORDERS)
NUMBER 52)

RESUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby resumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia

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M. A. PRESTON
Colonel, USAF
Commander

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WING REGULATION)
NUMBER 6-2)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
16 October 1953

3

REPRODUCTION

(This Regulation supersedes Wg Reg 6-2, dtd 3 Nov 52)

1. PURPOSE: To designate those units and agencies within this Wing authorized to reproduce printed matter. To specify types of printed matter which may be reproduced.

2. SCOPE: This regulation is applicable to all Staff Sections and Units of this Wing.

3. DEFINITION: For the purpose of this regulation, "Reproduction" is defined as mechanical duplication of printed matter by mimeograph, multilith, ditto machine or similar process.

4. MATTER WHICH MAY BE REPRODUCED:

a. By originating organization or staff sections:

(1) Directives other than administrative or operations orders.

(2) Miscellaneous reports, statistics and communications when number of copies required necessitates mechanical reproduction.

b. By all organizations and staff section;

(1) Forms authorized for local reproduction by SAC Reg 9-2.

(2) True copies of unclassified and restricted orders issued by this or higher headquarters when sufficient copies cannot be obtained from originating headquarters.

c. By Directorate of Operations only:

(1) Operations Orders and related publications necessary for accomplishment of flying mission of this Wing.

d. By Wing Adjutant only:

(1) Administrative orders, including Personnel Action Memoranda.

(2) Form letters.

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5. PROCEDURES:

a. Requests for reproduction of printed matter will be submitted on AF Form 48 to the Wing Adjutant for review and approval. Requests will be signed by section chief (NCO or Officer) of the Directorate, or Adjutant or First Sergeant of the Squadron making the request. All items of the request form will be completed and proper coordination of the material will be effected prior to its submission. Appropriate security classification will be indicated in accordance with AFR 205-1, as amended.

b. Requests signed by anyone other than one of the individuals listed in paragraph "a" above, will not be honored.

c. The Reproduction Section, Office of the Wing Adjutant, should be consulted in advance regarding any technical matters pertaining to reproduction of material. Routine printing should be submitted at least two (2) days prior to the desired date of delivery. Priority work, such as Special Orders, General Orders, Personnel Action Memoranda, and Monthly Officers' Rosters, will be accomplished in the order received and ahead of all routine work.

6. RESPONSIBILITY: It will be the responsibility of all Squadron Commanders and Staff Directors to insure compliance with this regulation.

7. REFERENCES: AFR 9-2, SAC Reg 9-2, AFM 9-1, Base Reg 9-1, and 308th Bombardment Wing Reg 6-1.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

DISTRIBUTION:
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WING REGULATION)
NUMBER 50-9)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
21 October 1953

TRAINING
On-The-Job Training

1. PURPOSE - To establish an On-The-Job Training program within this Wing for the purpose of meeting manning requirements and to aid in the career developement of personnel.

2. SCOPE - This regulation is applicable to all airmen within this Wing.

3. RESPONSIBILITY - a. It will be the responsibility of the following to implement to on-the-job training program of this Wing.

(1) Squadron Commanders

(2) Squadron OJT Officers

(3) OJT Officer, Office of the Directorate of Operations

(4) OJT Officer, Officer of the Directorate of Personnel

4

4. GENERAL - a. A program for on-the-job training will be established in the Ground Training Section, Directorate of Operations and each squadron of this Wing. This program will follow the policies established by directives from higher headquarters.

b. Squadron Commanders will:

(1) Appoint an OJT Officer on Squadron Personnel Actions Memorandums to establish an monitor training within the squadron. It is recommended that the Ground Training Officer in the tactical squadrons and Adjutant or Asst Adjutant in non-tactical squadrons be given this appointment as additional duty.

(2) Screen the records of assigned personnel with the view of placing un-skilled and semi-skilled personnel into the OJT program. This will cause T/O vacancies to be filled by duty AFSC which will increase the effective manning dutywise.

c. Squadron OJT Officers will:

(1) Establish and monitor the OJT program for the squadron.

(2) Aid the Squadron Commander with the screening of personnel records.

(3) Coordinate with the Squadron Adjutant in the submission of request for OJT.

(4) Require that supervisors are properly maintaining AF Form 623 "Training Record" and supervising the training of individuals.

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(5) Be responsible for the submission of all training reports.

d. OJT Officer, Office of the Directorate of Operations will:

(1) Establish and monitor the OJT Program for the Wing.

(2) Maintain training cards for individuals to be used for suspense purposes and a source of information for reporti

(3) Assist Squadron OJT Officers on training problems.

(4) Maintain a complete file of training directives necessary to properly monitor the training program.

e. OJT Officer, Office of the Directorate of Personnel will:

(1) Screen all reports to determine training requirements on change of duty AFSC's and notify squadrons of necessary action to be taken.

(2) Keep current on training directives in order to be of assistance to OJT Officers.

(3) Screen all request for training to determine:

(a) Training requested is for the best interest of the service.

(b) The individual requesting the training possesses the required qualifications to pursue the course of instructions to successfully complete the course.

(c) Render advise on requirements for OJT, change of duty AFSC's and award of AFSC's.

5. PROCEDURE - The following procedure for the processing of applications for OJT will be established.

a. Request for OJT will be initiated under the direction of the Squadron OJT Officer upon notification of an individual's supervisor and then forwarded to the OJT Officer, Directorate of Operations.

b. Upon receipt of OJT applications from Squadrons, the OJT Offi Directorate of Personnel, will screen the requests to ascertain that the requested training is for the best interest of the service and that the individual requesting the training possesses the necessary qualifications for the successful completion of the course of instructions. The OJT application will then be forwarded to the Director of Personnel, 38th Air Division.

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WG Reg 50-9

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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Captain, USAF
Adjutant

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3WADJ 21 October 1953

SUBJECT: Status of Non-Commissioned Officers

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia

1. In compliance with 38th Air Division letter ABDP, Subject above, dated 14 October 1953, a board of non-commissioned officers listed below was appointed to advise the Commander on action taken and/or proposed to enhance the status of non-commissioned officers:

M/Sgt Kenneth B. Gulsby, Hq 308th Bomb Wing (President)
M/Sgt Anthony J. Barone, Hq 308th Bomb Wing
M/Sgt Johnnie Leonard, Hq 308th Bomb Wing
M/Sgt Joe Creek, 308th Air Refueling Sq
M/Sgt Byron A. Knowlton, 373d Bomb Sq
M/Sgt William R. Bell, Sr, 308th Medical Group

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2. Shortly after publication of AFR 39-6 and acting upon a suggestion made by the Wing Management Board, NCO privileges and responsibilities were discussed by the Wing Commander at a general meeting of all NCO's held in June 1953. This was later followed by a similar meeting of all officers. These meetings defined the general approach which has been adopted to this problem:

a. That NCO's must fully assume the specific authority and responsibility required by their individual duty assignments and the general responsibilities inherent in their rank.

b. That officers must recognize the specific and general responsibilities of NCO's, delegate the authority which will enable NCO's to meet these responsibilities, and wholeheartedly support NCO's in the exercise of this authority.

c. That privilege and recognition of rank will accrue to NCO's as a natural outgrowth of this policy, that these must be earned before being granted.

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Hq 308 Bm Wg M, Hunter AFB, Ga, 3WADJ, Subj: Status of Non-Commissioned Officers

3. At a meeting of the advisory board appointed in accordance with your letter, specific examples which have resulted from application of this approach were cited, including:

a. Responsibility of NCO's on-the-job: To overcome a shortage of officers, particularly medical service officers, the 308th Medical Group has given NCO's complete responsibility for their duty sections. Only major problems are referred to officers. Results have been highly satisfactory.

b. General responsibilities of NCO's inherent in rank:

(1) A Morale and Welfare Council appointed by the 373d Bomb Squadron reviews all DR's and interviews the offenders. Their recommendations for action are submitted to the Squadron Commander, who has followed them without exception. In addition, this council reviews personal complaints and personnel management recommendations. Success is measured by recent 1½ month period in which no DR's were received by this squadron.

(2) Within the 308th Medical Group, Master Sergeants are detailed on a roster basis as Administrative Duty Officers, given the same responsibility expected of an officer so detailed.

(3) A Wing Management Board composed of ranking NCO's from maintenance activities has advised the Wing Commander for over a year on personnel management problems. At its own request this board has recently been reorganized to include ranking NCO's from Operations, Personnel and Administrative activities. Recommendations are reviewed by the Wing Commander. The board has shown excellent judgment.

(4) Airmen promotions for the 308th Headquarters Squadron are accomplished upon recommendation of a board of Master Sergeants. Their selections for promotion to the grades of A/2C and A/1C are final upon review by the Squadron Commander. Their recommendations for promotion to NCO grades are given equal weight with those of Squadron Commanders by the Wing Airmen Promotion Board.

c. Delegation of authority and responsibility by officers to NCO's:

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(1) Officers have generally given NCO's suitable responsibilities together with authority to carry them out. Our consistently high personnel turnover, however, has placed many untrained officers in supervisoral positions. Unfamiliar with their duties and hence unable to judge the capabilities of their NCO's, these officers are often hesitant to delegate authority. Conversely, experienced officers, whose sections are manned with newly assigned NCO's, at times reserve delegation of authority until they have learned the NCO's ability.

(2) To clarify this, we have directed our officers to consider each NCO duty position as having specific responsibilities requiring clearly defined delegation of authority. Upon assignment, an NCO will be told what his responsibilities are and what authority he has to meet them. He will be assumed to be capable of carrying out his duties. He will not be placed in the position of having to prove his worth to each new officer assigned over him.

d. Specific examples of privileges given non-commissioned officers as a result of this program include:

(1) Assembly by rank at pay call and similar formations. In one unit, Master Sergeants do not stand pay call, but are permitted to contact agent officer individually.

(2) Assignment only to squadron details commensurate with NCO rank.

(3) So far as the presently crowded barracks housing permits, preference in assignment of rooms within barracks.

(4) Where permitted by regulation, acceptance of an NCO's certificate on a par with an officer's certificate.

4. Recommendations and proposed action:

a. Many aspects of this program are basically personnel management. This is particularly true of the NCO's duty responsibilities, his desire for recognition of his responsibilities and for full authority to carry them out. An excellent personnel management course is being given to NCO's now. It is recommended that this training be made available to company grade officers as soon as possible.

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b. Recently a survey was made to learn whether NCO's wished to be paid by check with the privilege of having checks deposited to their credit at a local bank. Over 85% of NCO's of this Wing favored the proposal. Recommend it be adopted.

c. Unit policies proven successful, such as scope of activity of the 373d Bomb Squadron Morale and Welfare Council, and detail of Master Sergeants as Administrative OD's by the 308th Medical Group, will be publicized and other units urged to adopt them.

d. Upon occupying the airmen dormitories now under construction, it is our intention to:

(1) Set aside one wing or whatever area is needed as Non-Commissioned Officers' Quarters. NCO's will be assigned quarters within this building on a seniority basis. As is now the custom in BOQ's, NCO's will be quartered together regardless of organization. Within the airmen dormitory areas, which will be assigned by organization, the duties of barracks chiefs will be performed by Airmen First Class.

(2) Establish a separate NCO Field Mess.

e. We recommend that transient NCO quarters be established at this station, that BOQ's, NCO quarters and Airmen dormitories be referred to as such, and clearly distinguished between.

/s/t/ J. H. THOMPSON
Colonel, USAF
Commander

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Below we have listed some of the "sore spots" concerning airmen's promotion policies. In your committee discussions we should like you to talk these sore spots over and bring back any comment and/or recommendation you feel appropriate. However, your comment should not be limited to these items alone, but should include any other weakness of the present system you wish to point out.

In your final comments, be specific. Tell us in clear, simple terms - (1) What the problem is, and (2) What you think should be done to remedy it.

1. Time in grade:

a. Present time-in-grade requirements are: A/2C - 6 mos; A/1C - 8 mos; S/Sgt - 12 mos; T/Sgt - 14 mos; M/Sgt - 16 mos.

b. Do you feel these are satisfactory?

2. Classification (AFSC) requirements: These are very closely related to promotion policies and are a frequent cause of misunderstanding among airmen. Some of the questions which arise in this subject:

a. It is now possible for an airman to be upgraded in AFSC much faster than he can meet the time-in-grade requirements for promotion. Should AFSC upgrade time requirements be lengthened to equalize this?

b. Officer classification makes rank a requirement for upgrading to higher level AFSC's. Airmen's classification is the reverse - the airman must hold the AFSC before being promoted. Should the airmen's classification and promotion system be revised to require promotion to T/Sgt before award of a 7 level AFSC? (This theory is based on the need for rank to carry out demands of a 7 level supervisional duty).

c. Present regulations authorize administrative reduction of an airmen being retrained to a new career field. (For example, a S/Sgt with PAFSC 32351F is reclassified to a PAFSC 70230. He may be reduced to A/2C). This is very rarely enforced, except in reclassification for inefficiency. However, the S/Sgt 70230 now occupies three promotion vacancies; his authorized grade of A/2C, one A/1C vacancy and one S/Sgt vacancy, within his new career field. He thus is denying promotion to two men. Strict enforcement of present regulations would open more vacancies, but would impose hardship on surplus airmen being re-trained through no personal fault. Should the regulations be enforced?

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d. Present policies compute promotion vacancies by career fields on a command-wide basis. Should this be on an AF wide basis? Returned to computation on a unit T/O basis?

e. Should AFSC requirements be entirely removed from promotion consideration?

3. Training requirements for entry into some career fields are much more rigorous and duties far more complex than in others. On the job training is still the principal means of learning the supply career field, for instance, while 9 to 15 months technical school training must be given to an electronics maintenance man before he can start actual work. Should promotion be given more rapidly in highly technical maintenance fields because of the very high skill requirements?

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4. One method of officer promotions requires commanders to rate eligible officers as (1) Exceptionally well qualified for promotion, (2) Qualified beyond a doubt for promotion, (3) unknown (not assigned long enough to judge fairly), (4) not qualified for promotion. Only 4 to 10% of all eligible officers are rated in the exceptional category, however, 20 to 25% of all promotions are made within this bracket. This method is one way of giving the outstanding individual a better opportunity for promotion, but still reserving a substantial amount of promotions for dependable, typically effective individuals who might otherwise be repeatedly passed over. Should a similar system be adopted for <u>all</u> airmen promotions? For NCO promotions alone?

5. Does the average airman have sufficient information as to <u>what</u> promotion policies are, what basis for selection is used, eligibility standards, etc?

6. A possible method of promoting airmen would be to make promotion through grade of A/1C automatic on completion of time-in-grade and AFSC requirements (subject to satisfactory service), promotion to NCO grades on a carefully reviewed, "best-qualified" selection board basis, similar to that outlined in 4, above. Is such a method worth consideration?

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POLICY FOR PROMOTION OF AIRMEN AND NCO'S

POLICY: Promotions are effected in order to meet Air Force requirements for specific grades and skills, with the best qualified of eligible personnel selected for promotion.

1. In view of the current expansion within SAC, the following priorities have been established for promotion of SAC personnel:

a. Priority 1: Personnel who are members of SAC select or principal aircrews.

b. Priority 2: Personnel who possess AFS's in certain technical career fields which require extended formal training.

c. Priority 3: All other airmen.

II. AUTHORITY: Authority for promotion of NCO's has been delegated to Wing Commanders and to Squadron Commanders for promotion of airmen.

1. It is the responsibility of each Squadron Commander and Section Chief to see that only the most observing and highly qualified personnel are recommended for promotion.

III. PROMOTION PROCEDURES:

1. Promotions to all grades above A/3C (E-2) are governed by quotas from Headquarters SAC every two months. These quotas are allocated to major commands and are based on the number of personnel assigned in the next lower grade.

2. A command-wide (SAC) vacancy must exist in the grade and AFS in which a person is to be promoted. These vacancies are computed on a cumulative basis in the same or higher grade within the same career field sub-division.

3. Time in grade. Minimum time in grade requirements are as follows:

For Promotion To	Time in Grade
A/2C	6 mos
A/1C	8 mos
S/Sgt	12 mos
T/Sgt	14 mos
M/Sgt	16 mos

Time in grade will be computed from date of rank of grade in which currently serving and must be continuous active duty.

4. Types of Promotions: All promotions up to and including A/1C are permanent. Promotions within the top three grades are temporary.

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II. SUMMARY:

1. It is the present policy that quotas are allotted every two months from H - quarters AC. These quotas are allotted only for the career fields in which a SAC-wide vacancy exists. If a vacancy does not exist within SAC in any given field in any given grade, then only that grade and field are frozen for that particular promotion period.

2. Even though vacancies may exist at this station for a particular grade of any career field, the grade and field may still be frozen if that grade and field is surplus SAC-wide. Conversely, a grade and field may be short SAC-wide and open for promotion, even though this station may be critically surplus.

References: AFR 39-29, 2 Jan 53; SAC Reg 39-6, 21 Apr 53; 2AFL 39-1, 5 Jun 52; AFL 39-7, 2 Jul 51; 2AFR 39-5.

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Skit for 308th Bombardment Wing

Narrator: Good evening, anybody. We have a little skit here, based on a rather novel situation: a second lieutenant in the Air Force. We figured it couldn't hurt to pick on second lieutenants; they're used to it, even innured to it all. Anyhow, we have this skit. It's all about the difference between fiction and fact, as one second lieutenant sees it. Our subject, in this case a man named Willy, is newly married, newly out of cadets, and newly arrived at an unnamed base in the South. First we'll present a short scene showing how Willy tells his wife things are at the office. But before we begin, let me say that none of these actors are professionals. For that matter, they aren't even amateurs. As a matter of fact, there is some question about if they're actors of any kind.

The first scene takes place in Willy's living room. As the scene opens, we find Sally, Willy's fresh new wife, talking to Jane, another Air Force wife. (The curtains part, and the action starts. If the two women wish, they may be smoking, drinking tea, or anything that puts them at ease.)

Sally: But gee, Jane, don't you think it's just too thrilling to have your husband in SAC? (They both stand and face West at this word).

Jane: Oh, I don't know; but I guess anything's better than the training command, though. But I don't think we should even discuss it. My husband Bob said that if ever he talked in his sleep to ignore it because it will probably be Tippy Top Secret or something like that.

Sally: Oh, sometimes I think Willy is just joking about all that stuff. He came home yesterday and told me he had his BBR clearance, and, of course, I asked him what that was.

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Jane: (Interested and all ears) Well, what is it?

Sally: It means "Burn Before Reading!" Isn't that ridiculous? (All business) Now, just what good would it do? You'd never know what was going on.

Jane: Honey, what makes you think anyone in the Air Force knows what's going on?

(In the background we hear a loud whistle of "Off WE Go", and then Willy in on the scene. He is a bright young man, nattily attired in immaculate blues, a silk scarf, oversize bars and wings, and carrying a riding crop in his hand which he swishes against his leg while talking. He is fond of using AF jargonese and, in sort, is sold with the program.)

Willy: Roger, there. Gosh, it's great to be home and out from under that terrible pressure for a few hours. (He massages the bridge of his nose.) Darling, you're as lovely as a B-47 blasting off into the sunset! (He stubbs out his large black cigar with obvious relish.) Well, are we all firmed up with the Wilcox crew on a slot for bridge? (Sally looks blank.) Remember, I told you to coordinate it with Jane here this morning before I blasted off for duty.

Sally: (Dumbfounded by the welter of AF talk) What did he say?

Jane: He merely asked if we were going to play bridge tonight.

Sally: Well, why didn't he say so? No, we can't play, Jane says Bob has to work tonight on some secret plans or something.

Willy: (With hearty condescenion) Well, well, so they've got the old ground pounder working for a change. Good for him; like to see those old dead weights pulling their own for a change. No offense, Jane; all one big happy family in the Air Force. (Jane silently hefts a heavy ashtray, but thinks better of it and puts it down.)

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Willy: (Con't) Say, you should have seen me on the skeet range today, kids. Whammo! 23 out of 25. Pow! Pow! (making shooting motions and knocking over a lamp).

Jane: (Sarcastically) Well, did the great white hunter get frightened when all those nasty skeets came bearing down on him?

Willy: (Not knowing he is being kidded) No, Jane, you don't understand. You don't shoot skeets; you shoot clay pigeons. There's a machine that throws them through the air and you try to clobber them. Pow! Pow! Like that.

Jane: Those poor pigeons! (Willy begins to catch on).

Willy: (Changing the subject) What's cooking on the afterburned for tonight, baby?

Sally: I was thinking of fixing some ground beef and navy beans.

Willy: Navy! Ground! Don't use those words in this house. This is an Air Force family! We'll have kernel corn, salad Lemay without the Russian dressing, and fried chicken wings.

Jane: Well, before you put wings on this house, I think I'll blast off and get some in-flight refueling set up for Bob. He doesn't get home until <u>after</u> five, you know. Don't forget to come to the next Officers' Wives Club meeting, Sally. You can find out what Willy will be doing before he knows.

Willy:
Sally:
Jane: Goodbye.

Willy: (Making sure Jane is gone). Honey, let's go through our routine.

Sally: Oh, Willy, I don't want to.

Willy: C'mon, Baby. I'll start it. Willy to wife, over.

Sally: Go ahead, Willy, this is wife.

Willy: Willy to wife. Position report. I am three feet from your station.

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Cruising at your altitude. Request landing instructions. Over.

Sally: No one is in the pattern. Over.

Willy: Roger. I'm coming in. (Makes a swoop at his wife.)

Sally: (Ducking away) Oh, Willy, this is so silly. What happened at the office today?

Willy: Well, baby, I got that office running pretty well, now, everything seems to be running pretty smooth. Since I'm getting to be pretty important around there they're paying a lot of attention to me.

Sally: Oh, Willy, I'm so proud of you! Out of cadets only a month, and already you're.....what is it, dear?

Willy: (Modestly) The area beautification projections officer. And it's such a difficult job. The TO&E calls for a major to fill the job. And equipment....no staff, and on top of that, no staff car. But I'll never abort this mission. Have to be rated to fill this job, you know. Very important; no ground pounders wanted, thank you. Say, got another piece of keen news today. Think you can stand to be without me for a few days?

Sally: (Tearfully) Oh, Willy, you're not going on WPD already are you?

Willy: (Superior) It's TDY, Baby. Stands for temporary duty.

Sally: (Angrilly) Well, I don't care what it is. I don't think they should do it to you; you've only been here a month, and, well, you just tell your old BO.....

Willy: You mean CO, darling. It stands for commanding officer.

Sally: CO then. You just tell him you've got an area to beautify, and walk out. Show him how important you are and that you've got a mind of your own!

Willy: (Sternly) Now Sally, remember we agreed to be brave about this sort of thing. Come on, let's be Air Force about this! Anyhow, I'll only be gone for three days. I was picked to go to basic survival

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school over at Camp Stewart. Very big thing.

Sally: Basic survival? Sounds like something to do with the Boy Scouts.

Willy: No, Baby, you've got it all wrong. It's sort of a staff school. You might call it a field problem for important officers. Very exclusive. The first sergeant tried to keep me from going, but I put him in his place pretty quick. (Drawing himself to full height). Gotta show these guys you're tough; otherwise they'll walk all over you. The adjutant tried to get tough, too; but I just leaned over his desk and told him I didn't see any silver on those bars of his and turned and walked out.

Sally: (Thrilled to the core) Oh, Willy!

Willy: Something else happened today, too, baby. The CO called me in and told me he was worried about our rating in the wing. Told me we were getting nosed out of first place, and asked me how to run his outfit. Well, I told him what was wrong, showed him the right decisions to make, and then he took me over for coffee. You know, I think I got that Ops Officer job sewed up as of now. Yep, he sure was impressed!

Sally: (Running to him and throwing her arms around him). Oh, Willlly!

END OF SCENE ONE

Narrator: Thus ends our first scene. The pigeon is set up for the plucking. Willy, as any fool can plainly see, is without a doubt, the hottest pilot since Orville Wright. And how who knows? Maybe he is just as hot as he says he is? Let's find out. We'll now go to the orderly room of the naughty-naughty Bomber-Fighter-Intercept-Defense Squadron. Willy, still his impeccable self, is just entering the scene. The man at the desk is the first sergeant; the man leaning on the broom is his clerk.

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Willy: (Flicking the air with his riding crop and loosening his silk scarf) Ah, sergeant, I would like to see the Commanding Officer about getting some flying time in, if you will?

F/Sgt: (Flicks some ashes in Willy's general direction and continues to read a Love Romances comic book.) (Belches.)

Willy: Sergeant! I would like to see the CO, at once!

F/Sgt: (Slowly lowers the comic book, looks at Willy and laughs) Lootenant, don'cha know anything about channels? You wanta talk to the CO about flying time? You gotta go through channels, and ask me.

Willy: That's what I'm doing, Sergeant. (Steely eyed) Will you see if he's busy.

F/Sgt: Look, if you wanta see me you gotta go through channels. See my clerk to see if I got time to see you.

Willy: Yes, sir; I mean, sergeant. Who's your clerk?

F/Sgt: See that guy over there sleeping on the broom? That's him.

Willy: Thank you. (Goes over to A/3C who is tiredly sweeping the floor.) Say, could you check with the first sergeant and see if he can see me? It's about getting some flying time in.

Clerk: Whatsamatter? You can't see I'm busy? Allatime coming in here like them crummy bars were deeds to the place or somethin'. Think I got nothing else to do, but run errands for you?

Willy: But.....but, I gotta get the time in. Won't you please check with the first sergeant for me?

Clerk: Awright, awright. (Hands Willy the broom) Keep sweeping. I gotta get this place cleaned up. What's your name?

Willy: William P. Throcklebottom III, Lieutenant, USAF!

(sound effects: drum roll and trumpet call)

Clerk: Okay, okay, I don't want a recruiting speech. (He shuffles over to the 1st Sgt) Say, first, you gotta cigarette? I had to loan the

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captain a fin and now I'm broke myself. (gets one). Thanks. Say, how about fixing me up with a three day pass? We got a holiday coming up, and if I could get a pass starting on the day after the holiday, I could take off for home for a while.

F/Sgt: Sure, Joe, sure, anytime. Don't think another thing about it; I'll fix it all up for you. Anything else on your mind?

Clerk: Naw, just a pass and a butt. (Willy is at all times hovering around hopefully on the fringe of the conversation, hoping to remind the clerk of his mission). Oh, yeah, (Willy brightens) I would like to go into town this afternoon. Good movie on at the Lucas. (The clerk flicks ashes over his shoulder in Willy's fact).

F/Sgt: Sure, take off now, if you want to, just as soon as you get that floor done. (The clerk starts to walk away and bumps into Willy).

Clerk: Say, are you still hanging around here?

Willy: Did you ask the first sergeant if I could see him?

Clerk: Hell, I plumb forgot about that. (Yells over his shoulder). Hey, can this guy see you, first?

F/Sgt: Yeah, I guess so.

Willy: Look, about that flying time. I don't care if I can see the CO or not; I just want to get my time in.

F/Sgt: It's a damn good thing you don't want to see the CO, dressed the way you are! When are they going to teach you ROTC men how to wear a uniform? (Willy is crushed and can't imagine what's wrong). Hey, Joe, come here and look at this uniform. (The clerk comes over, looks at Willy for a moment, and breaks out into gales of laughter). And you wanta fly? You'd better do your flying on the ground, Kid.

Willy: (Losing all control) Why, sergeant, there's nothing wrong with this uniform, and I'd like a little more respect!

F/Sgt: (The F/Sgt is amazed at this for a moment, then breaks out laughing).

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F/Sgt: Oh, why yes sir, I didn't know it was you, sir. Pardon me, sir, but when the hell are you going to learn how to wear that uniform? That tie is too long and the knot is too thick. You crummy OCS men make me sick!

Willy: (Drawing himself to his full height) Sergeant, I would like to see the Commanding Officer at once.

F/Sgt: Okay, you asked for it. (He gets up, goes offstage for a moment then comes back.) The CO's busy filling in squares, and he says you should go over to the base theater for a character guidance lecture at 1100 hours.

Willy: But.....Sergeant?

Clerk: Here, first, phone call for you. (F/Sgt goes over to the phone, mumbles for a minute, mentions Willy's name a couple of times, and then comes back)

F/Sgt: You still want to fly today, boy?

Willy: Yes, sir, I sure do.

F/Sgt: Then report to Building 1919 at 1200 hours.

Willy: Say, is that building down on the line?

F/Sgt: No, I'm afraid not, sonny. It's the link trainer.

(Blackout before they can throw anything)

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.	SUBJECT
	PROPOSED 308TH BOMB WING AIR POLICE DETACHMENT

TO 3WCDR FROM 3WSO DATE 20 October 53 COMMENT NO. 1
Capt Hegg/603

A study by SAC Headquarters of vulnerability surveys conducted during the past 2½ years has revealed a dangerous trend in the recurring nature of security violations of all military and civilian personnel throughout the command.

This study further reveals that the success of OSI and other agents can be attributed to personnel failures in five separate categories:

a. First and foremost is a decided lack of security consciousness on the part of all personnel.

b. The second weakness is the failure to carry out the provisions of existing security directives.

c. Failure to properly identify individuals is the third ranking failure.

d. The last two weaknesses which are merely contributory are gullibility and improper apprehension and search procedures.

Obviously, the ideal security would be obtained if each and every individual would accept his security responsibility and consider himself a security agent. But since we are all human, we find it much easier to develop the attitude that "it can't happen here". This weakness, which is characteristic of the average American has been the major contributing factor in the breakdown of security throughout the command.

Unfortunately we have not as yet perfected a one-shot, sure-fire innoculation to indoctrinate all our people. On the other hand, we can work toward this goal by taking a small group of men and preaching security to them on a full time basis. This could be accomplished with a Wing Air Police Detachment approximately 165 men. Granted, the administrative and supply problems would be a burden on existing facilities, but the quality of security possibly would more than out-weigh these problems.

The possibility of this need must have presented itself in the minds of the men who designed the T/O under which the A.P. Squadrons operate in SAC. The following extract is from T/O 1-8035:

PART I - GENERAL

3. Capabilities - the cellular structure of the organization permits the utilization of any combination of cells to form squadrons, separate

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DD FORM 1 FEB 50 96 REPLACES AAF FORM 96, 1 OCT 42, WHICH MAY BE USED.

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT
(cont'd) PROPOSED 308TH BOMB WING AIR POLICE DETACHMENT

TO | FROM | DATE | COMMENT NO. 1

flights, detachments, or teams to fulfill effectively the Air Police requirements of the command to which assigned or attached.

PART III - SECURITY FLIGHTS

Air Police Officer	-1
App. Clerk	-1
AP Trainee	-10
App. Air Police	-10
Air Police	-20
Senior Air Police	-10
AP Supervisor	-3
Total authorized	-55

This base is currently authorized seven flights, as outlined above. These flights will be split; three flights to the 308th Bomb Wing, three to the 2d Bomb Wing, and one to the Air Base Group.

The two bomb wings would be responsible for all Category I items assigned or attached to them. The Air Base Group would secure base operations, transient aircraft and any other housekeeping activity that might fall under the Category I or II items.

The bomb wing area inside the security fence would be isolated, by wire where possible and elsewhere by sentries, and protective lighting provided. The Base Ops building would be moved out of the 308th area (by use of wire fence). This alone would improve security by having sentry at gate honor only restricted area badges with number three on them. This will cut down traffic through the area and will virtually eliminate unnecessary and unauthorized traffic. Roving and detection teams circulating throughout the parking area, making spot checks, would detect any suspicious incident or person in the area.

Assigning the detachment to Wing would give the sentries a feeling of belonging. It would give them a more personal stake in the security picture. Instead of guarding planes for that d--- bomb wing, it would be guarding OUR planes.

It would afford the sentries with the opportunity of attending briefings with the bomb crews and maybe an occasional ride in an aircraft. This would be a big morale factor and tend to give the guards a sense of pride in the organization. Personal recognition is far better than any system yet devised. This system could be put into effect gradually as the men on permanent posts become acquainted

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DISPOSITION FORM

FILE NO.

SUBJECT (Cont'd) PROPOSED 308TH BOMB WING AIR POLICE DETACHMENT

TO | FROM | DATE | COMMENT NO. 1

with the personnel who frequent certain entry points.

By having our main line of defense around our whole area, including shops and aircraft, instead of between shops and aircraft, we are less apt to interfere with maintenance.

We cannot assume that our first line of defense will stop all unauthorized persons from coming into contact with Category I items, but it will reduce it to a minimum. Then the second line (R&D Teams) and third line of defense (crew personnel) would cut this minimum to zero.

This type system is made to order for the SAC Mobility Plan. Being assigned to Headquarters Squadron it would be directly under the Wing Commander. It is so flexible that it would take day by day changes into stride without effecting security.

The detachment is already trained and would come as a package unit, with clerks and seasoned non-coms. The Air Provost Marshal operates a continuing school. It is well equipped and has qualified instructors. By working a five phase rotation shift we could keep part of the men in training all the time, increasing their efficiency. (1) One shift on duty, (2) two shifts in reserve, (3) one shift in training, and (4) one dhift off duty. On a 24 hour basis, this works out three days on, one day off, and a three day break every two weeks.

Such an arrangement would effect the strength of Headquarters Squadron as indicated below:

Hq Sq	Strength		Security Force		Proposed Totals
Officers	58	+	3	=	61
Airmen	101	+	162	=	263
Totals	159		165		324

This additional strength could easily be taken care of in the new barracks planning. A "Hot Room" would have to be operated on a 24-hour basis, but our war plan requires weapons to be available for immediate issue at all times.

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.	SUBJECT
	(Cont'd) PROPOSED 308TH BOMB WING AIR POLICE DETACHMENT

TO | FROM | DATE | COMMENT NO. 1

As for buildings for security headquarters, the A.P.M. would have no further need for the building now being used for Central Security Control, and located in the 308th Area. It is serving that purpose now and is ideally located to continue that function on a wing basis.

The Air Base Provost Marshal will continue to process all persons who are apprehended and cannot produce proper identification. By manning the four sentry posts now stationed on ramp with 308th personnel, the present visual badge system could be incorporated and badges issued at these points. This would relieve the individual crew chiefs of this chore.

Following conditions are a must before we would be willing to assume this responsibility from the Air Base Provost Marshal:

a. 308th Restricted Area must be isolated (concertina wire is available on this base).

b. Protective lighting must be provided (as outlined in AF Manual 205-4. Equipment has been provided at this base, but diverted to other uses.)

c. Sufficient men must be provided to make system effective (3 flights, as outlined on page 2)

d. We will be responsible for 308BW equipment and facilities only.

e. The A.B.P.M. will continue to operate present school.

f. The A.B.P.M. will maintain facilities to process apprehended persons.

(If conditions "a" and "b" above are met adequately, condition "c" could be reduced to 2 flights.)

Joseph C. Hogg

JOSEPH C. HOGG, Captain, USAF
Wing Security Officer

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia

3DOT 353 23 September 1953

SUBJECT: October Master Ground Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for October. Due to conversion to newer type aircraft, the following priority will be observed throughout the month for all ground training items: (1) Flying Safety, (2) Altitude Chamber Indoctrination, (3) Advanced Survival, (4) Judo, (5) Synthetic trainers, (6) B-47 MTD if available, (7) other ground training items depending upon the number of personnel available for utilization. For purpose of this schedule the 308th Air Rflg Sqdn is considered a tactical organization.

2. Subjects listed with an asterisk (*) are applicable to all squadrons. The remaining subjects, with minor exceptions, apply only to the four tactical squadrons.

3. It is imperative that all suspense dates in the schedule be met when submitting names of personnel to attend the various on or off-base training courses. Any cancellations, changes, deletions, etc., will be made through Wing Ground Training Section.

BY ORDER OF THE COMMANDER:

for J.H. THOMPSON
Col., USAF
Director of Operations

1 Incl
October Grnd
Trng Schedule

DISTRIBUTION:

18 ABTT	10 3DOT
1 3WCO	1 3DCF
1 3WDGO	1 3DOS
3 3WADJ	1 3DOSO
1 3DF	1 3DOSM
8 3DO	1 3DOG
1 3DOO	1 3DM
1 3DOA	1 3WCCP
1 3DOI	1 ea Sq CO
1 3DOC	1 ea B Sq Ops/C
1 3DOP	2 ea Sq Trng/O

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308TH BOMBARDMENT WING M
October Master Ground Training Schedule

*1. Management: Base level management instruction for company grade officers and 7-level NCO's will be conducted on the 5th and 19th of October. This wing is commited to send 6 qualified personnel to each of these classes. Squadrons will be notified by 3DP of their respective commitments to this course. Classes will be held in Bldg. 916 starting at 0800 hrs. Classes are of two weeks duration.

*2. ABC Defense: Movies on this subject will be shown during the month only on the following dates and at times indicated:

7 Oct 53 -----1300-1530 hrs
14 Oct 53 ----1300-1530 hrs
21 Oct 53 ----1300-1530 hrs

For personnel who have had the basic course prior to 1 Jan 53 these movies will serve as the two hour refresher. For personnel who have never had the basic course, the two hours may be considered as part of the six hours required by letter from Second Air Force. Roll slips will be distributed to all in attendance by a representative of ABTF.

*3. ABC Defense - Annex I: This training will be delayed pending assignment of an ABC officer at wing level.

*4. Basic Weapons: Squadrons will continue to schedule periods of small arms firing as necessary. The range may be scheduled by calling Base Training Aids Section, Ext. 342.

*5. Security: Wing and/or Squadron Security officers will continue to administer the five-hour Phase I Security indoctrination program to all personnel who need it including the test on "Safeguarding Military Information." The subject outline for Phase II will be given when subject matter is distributed as deemed necessary by higher headquarters.

*6. Flying Safety: Schedule to be announced at a later date.

7. Physiological Training: Two quotas are available for this wing on 8 and 22 Oct 53. Personnel projected into the 1-7 program will be sent on these two dates. MacDill AFB has approved quotas on 3, 10, 17, and 24 Oct for personnel of the Air Rfle Sqdn, pending coordination with Hdqts, 2AF a firm word on these quotas will be delayed. Special order requests will be submitted by the Wing Ground Training Section upon notification from the squadrons as to who will attend. Personnel attending will have in their possession oxygen mask and helmet. Arrangements have been made with the Flight Surgeon to examine personnel each Thursday at 1300 hours before departing for the Chamber.

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8. Physical Conditioning: For Phase I and Phase II training see attached schedule. The attention of tactical squadron training officers is invited to the new regulation governing this training, ie, SAC Reg 50-2 dated 11 August 53, which becomes effective 1 Oct 53. Personnel participating in Phase III will be scheduled for three hours of controlled sports each week.

9. Code: See attached schedule G.

10. First Aid: The following is quoted from Suppl V, 2 AFR 50-6, "When proficiency is established by adequate written test prepared by medical agencies, hours required need not be accomplished." First Aid Tests may be obtained from the Air Base Training Flight. Squadrons are reminded that the instruction and/or test must be accomplished annually.

11. Basic Survival: This five day course will be conducted on 12 and 26 Oct. Three bomb squadrons will be required to send any 1234's, 1241's or 1524's who have not completed this course. Personnel of the Air Rflg Sqdn may attend on both these dates if desired. The survival school can handle a minimum of 10 and a maximum of 25 men in each course. Roster of personnel to attend this training will be forwarded to 3DOT on Friday preceding class starting date.

12. Operation and Mvmt of Acft on Grnd: This is a semi-annual requirement. Squadrons will make arrangements for personnel to be tested with the Base Motor Vehicle Training School. Pilots are exempt from this training.

13. Synthetic Trainers: See attached schedules A, E, F, and H.

14. ECM Indoctrination: Squadron ECM Officers will continue to give these lectures to key staff personnel and combat crew members during regularly scheduled ground training programs.

15. Skeet: See attached schedule B.

16. Intelligence: Schedule to be announced at a later date.

17. OO Range: See attached schedule C.

18. Base Instrument School: Two instrument courses are scheduled during the month in Bldg 1288 on 1 and 2 Oct and again on 15 and 16 Oct 1953----starting time 0800 hours. Pilots whose instrument card is due to expire within sixty days of the above dates will be scheduled for one of these courses. Names of personnel to attend will be submitted to the Wing Ground Training Section in duplicate not later than two working days prior to the course starting date.

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19. Special Weapons Refresher: A comprehensive 4½ day course will be given to PLC teams on 8, 9, 10, 12, and 13 Oct 53. Personnel attending this course will also attend a similar but accelerated course on 29, 30, and 31, Oct. Refresher training for BC's will be given on 5, 6, 7; 14, 15; 16; 19, 20, 21; and 26, 27, 28 Oct 53.

20. Character Guidance: All military personnel are required to attend one lecture per month, ref: 2AF Reg 165-1. These lectures will be conducted in the Base Theater by the Base Chaplain in accordance with the following schedule:

373rd, 374th, 375th, and 308th Air Rflg Sqdn

1600 hrs, Friday 9 Oct 53
1100 hrs, Saturday 24 Oct 53

308th FM, PM, A&E, and Hdqts Squadrons

1100 hrs, Saturday 10 Oct 53
1600 hrs, Friday 23 Oct 53

21. Advanced Survival: Two quotas for this training will be filled on 7 and 23 Oct 53. The 375th Bomb Squadron will furnish one B-47 crew equivalent on 7 Oct and the 308th ARS two (2) KC-97 crew equivalents on this date. The 308th ARS will furnish four (4) equivalents on 23 Oct. Special Orders covering personnel scheduled for this training must be forwarded so as to arrive at Stead AFB, Nevada five days prior to class starting date, ref: SAC Reg 53-1. In accordance with the above, it is mandatory that lists of personnel to attend be forwarded to 3DOT eight days prior to class starting date. All personnel in attendance must have in their possession a Basic Survival Progress check sheet or equivalent thereof.

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A. LINK TRAINER SCHEDULE

Dates	1100-1200	1300-1400	1500-1600
1 Oct	373	374	375
2 "	3ARS	373	374
5 "	375	3ARS	373
7 "	374	375	3ARS
8 "	373	374	375
9 "	3ARS	373	374
12 "	375	3ARS	373
14 "	374	375	3ARS
15 "	373	374	375
16 "	3ARS	373	374
19 "	375	3ARS	373
21 "	374	375	3Ars
22 "	373	374	375
23 "	3ARS	373	374
26 "	375	3ARS	373
28 "	374	375	3ARS
29 "	373	374	375
30 "	3ARS	373	374

Note: Two (2) Trainers may be utilized for each period shown above.

B. SHEET SCHEDULE

Dates	1300-1500	Dates	1300-1500
1 Oct	373	19 Oct	373
2 "	374	20 "	374
5 "	375	21 "	375
6 "	373	22 "	373
7 "	374	23 "	374
8 "	375	26 "	375
9 "	373	27 "	373
12 "	374	28 "	374
13 "	375	29 "	375
14 "	373	30 "	373
15 "	374		
16 "	375		

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C. [illegible] RANGE SCHEDULE

373rd - 6, 13, 20, and 27 October 1953
374th - 7, 14, 21, and 28 October 1953
375th - 2, 9, 16, 23, and 30 October 1953

One crew will be sent on each date.

D. PHYSICAL CONDITIONING SCHEDULE

Dates	0830-1030	0930-1130	1030-1230
1 - 2 October	373	374	375
5 - 9 October	375	373	374
12 - 16 October	374	375	373
19 - 23 October	373	374	375
26 - 30 October	375	373	374

No Judo on 8 and 9 Oct; Excercises as usual on those dates.

E. E-14 TRAINER SCHEDULE

373rd - Trainer #3043, entire month
374th - Trainer #3077, entire month
375th - Trainer #2125, entire month

Each Squadron will furnish an instructor for the trainer assigned.

F. E-26 TRAINER SCHEDULE

Dates	1300-1400	1400-1500	1500-1600	1600-1700
1 - 2 Oct	375	373	374	375
5 - 9 Oct	373	374	375	373
12 - 16 Oct	374	375	373	374
19 - 23 Oct	375	373	374	375
26 - 30 Oct	373	374	375	373

The pedestal sight will be used on Mon-Thur and the Ring sight will be used on Friday.

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G. CODE SCHOOL SCHEDULE

373rd - 1300-1400 hrs, entire month
374th - 1400-1500 hrs, entire month
375th - 1500-1600 hrs, entire month
308th Air Rflg Sqdn - 1600-1700 hrs, entire month

The code school has facilities to train 10 beginners, 10 men who are semi-proficient, and 5 radio operators simultaneously.

H. LORAN TRAINER SCHEDULE

Dates	0800-0900 hrs	0900-1000 hrs	Dates	0800-0900hrs	0900-1000 hrs
1 Oct	373	374	16 Oct	373	374
2 "	375	3ARS	19 "	375	3ARS
5 "	373	374	20 "	373	374
6 "	375	3ARS	21 "	375	3ARS
7 "	373	374	22 "	373	374
8 "	375	3ARS	23 "	375	3ARS
9 "	373	374	26 "	373	374
12 "	375	3ARS	27 "	375	3ARS
13 "	373	374	28 "	373	374
14 "	375	3ARS	29 "	375	3ARS
15 "	373	374	30 "	373	374

Reference Suppl AV, 24AFR 50-6: 1241's, 1524's and all simple rated observers are required to accomplish one (1) Loran calibration check annually. Each calibration check will be considered of two (2) hours duration.

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15 November 1953

SUBJECT: Informal Report on B-47 Specialized Maintenance Course

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In the opinion of the undersigned, methods of teaching at Amarillo AFB on Aircraft Mechanic Course 43151J, 43171J and 43170 levels, did not meet with standards maintained by the Boeing Factory School at Wichita, Kansas, in 1951.

The sequence of instructions at the factory appeared to overlap, however, the examination on the subjects did not overlap as at the Technical Training School. Instruction on the "B" model engine was still being taught. Information on the difference between the early and later "D" models and present "F" models was not well covered. Available Technical Orders for study did not cover the "F" model engines.

The lack of serviceable tools was a definite handicap in attempting to perform actual practical maintenance, and it is believed the installation of worn out parts on aircraft is a misleading method of instruction to personnel attending this course, even though the type of aircraft was classed as 01-2. Some tools were completely worn out and should have been condemned.

It is believed weekly grades should be considered rather than two, four week tests. It is further believed a student should be notified weekly wherein lies his weakness rather than a general statement covering the examination period.

In several instances it was noted that instructors were lacking sufficient knowledge in the subject being taught to fulfill their teaching objective as well as employing poor teaching methods.

/s/ John F. Doe, A, AF6810158
A/1c, Hq Sq 305th Bomb Wing

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P E R S O N N E L S T A T I S T I C S

CAREER FIELD	AUTH-ORIZED	ASSIGNED		TURNOVER			MANNING IN REQUIRED SPECIALTIES		EXPERIENCE LEVEL	
		NUMBER	PERCENT	THIS MONTH	LAST 6 MONTHS		NUMBER	PERCENT	AUTH	ASGD
					NUMBER	% OF ASGD				
20	47	63	134	65	117	249	38	80.6	5.7	4.6
30	248	217	87.5	209	473	191	60	24.2	5.5	4.9
40	923	897	97.2	282	832	90	310	33.6	5.3	4.2
50	94	73	77.7	9	53	56	56	59.6	4.9	4.5
60	92	84	91.3	8	57	62	68	73.9	4.4	4.6
70	130	114	87.7	27	78	60	98	75.4	4.7	4.7
80	6	3	50	1	2	33	2	33.3	6.3	5.7
90	78	82	105.1	3	48	62	45	57.9	4.2	4.5
TOTAL AIRMEN	1618	1533	94.7	584	1660	103	677	41.8	5.1	4.7
TOTAL OFFICERS	353	345	103	114	529	150	350	96		

FOR THE MONTH OF October 1953

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HISTORY

OF

373RD BOMBARDMENT SQUADRON M

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 October - 31 October

1953

12

William R. Sundermann

WILLIAM R. SUNDERMANN
Captain, USAF
Historical Officer

Edwin J. White Jr

EDWIN J. WHITE JR
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Richard C. Ford

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CHRONOLOGY

1 October 1953	Lieutenant Duffy replaced Lieutenant Craven as Engineering Officer
2 October 1953	Lieutenant Siman took over as Supply Officer on the departure of Captain Blackburn
21 October 1953	Second group of airmen early release.
25 October 1953	Major White resumed command.

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ORGANIZATION AND ADMINISTRATION

On 25 October 1953, Major Edwin J. White Jr returned from TDY and resumed command of the squadron. Major White gave a great deal of attention to the indoctrination of our new airmen. Squadron and Wing policies were reviewed and several squadron meetings were held.

Major Mayron H. Rowe, who commanded the squadron in Major White's absence, went on leave preparatory to departing for transition training.

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PERSONNEL

As of 31 October, our present for duty strength was twenty-seven (27) officers and eighty-one (81) airmen. Most of our personnel remained on TDY although a number of men completed their courses of instruction and returned to squadron duty from various technical schools.

Two instructor pilots, Major Parker and Captain Reynolds, were assigned from MacDill Air Force Base, Florida. These officers will flight check all squadron staff and combat crew personnel. We are in hopes that aircraft will be assigned sometime in November. October, therefore, was another month of patient waiting.

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OPERATIONS AND TRAINING

During the month of October the 373rd Bombardment Squadron M, made a concentrated effort to convert the Operations Section files and charts to meet the requirements of the B-47 program. Minor alterations and improvements to the Operations building were carefully planned and are awaiting approval of the Air Installations Office. These alterations and improvements could have been completed during this month if rigid restrictions had not been placed on the squadrons. Most of the Operations personnel are away TDY at the different B-47 preparatory schools, and only through the cooperation and extra effort of the few remaining officers and airmen could so much have been accomplished.

Personnel changes for the month of October are as follows: Captain Saiz, Lieutenant Carter, Lieutenant Silver and Lieutenant Green departed for Basic Observer Course at Ellington Air Force Base, Texas. Major Parker and Captain Reynolds, members of the Strategic Air Command Instructor Team No. 4, joined the squadron and have been assigned duties as Instructor Pilots and Standardization Crew until such time as personnel permanently assigned become proficient enough to assume those duties. Captain Bernhoff and Captain Wagenseller returned from Wichita, Kansas where they successfully completed a B-47 MTD Course for Observers. Captain Garrott and Lieutenant Parnelle returned from Pinecastle Air Force Base, Florida where they sucessfully completed a similar MTD Course.

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OPERATIONS AND TRAINING CONT'D

Ground training accomplishments continued during this conversion period. A breakdown of the 50-6 report is as follows:

SUBJECT	NUMBER TRAINED
Intelligence	60
Management	15
Physiological Training	50
Code Part III	16
First Aid	29
ABC Defense	48
ABC Defense Annex I	13
Basic Weapons	102
Ocean Survival	28
Swimming Proficiency	34
Basic Survival	45
Advanced Survival	35
Refresher Survival	21
Operation & Movement of Aircraft on the Ground	16
Security	96
Radar Maintenance	7
Specialist Training for Pilots	28
Specialized Weather Training	4
Character Guidance	102
Information Hour (One and one half hours)	102

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OPERATIONS AND TRAINING CONT'D

During this month flying training was at a minimum. Due to the lack of aircraft all flying was accomplished with Base Flight aircraft. The 373rd Bombardment Squadron M was fortunate to have all rated personnel assigned the squadron accomplish some flying training. This condition will continue to exist during the month of November and part of December.

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MAINTENANCE

During October, we were without any aircraft assigned. Our personnel were kept busy with the various training programs, the filing of Tech Orders, daily policing of the ramp, and other paint and clean-up details. At the end of the month, of our one hundred (100) men assigned, we had forty-three (43) men TDY to B-47 jet mechanic schools. In addition, we are sending men to both the seven (7) week B-47 familiarization course and the one week specialist courses of the Mobile Training Detachment, here on the base.

When our first aircraft arrives, we hope to have all of our training completed and have all the necessary tools and equipment ready.

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SUPPLY

Lieutenant Siman took charge as Supply Officer, the beginning of October, and his previous experience has added considerably to the effectiveness of the section. Supply personnel spent the month in closing out the old Unit Property Account (for B-29 aircraft), transferring the property to the new book (B-47 aircraft), and adding new Equipment Component Lists. The office is in the process of being painted and remodeled and the tool crib is presently being re-warehoused.

Our workload has greatly increased due to the change over of our Property Account to our new aircraft and the numberless new reports for the B-47 program.

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Morning Report for 30 September 1953

Squadron Files of Form 5's

Squadron Files of Form 1's

Squadron 50-6 Report

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KEY PERSONNEL

COMMANDER . . . . . MAJOR EDWIN J WHITE JR

ADJUTANT . . . . . CAPTAIN WILLIAM R SUNDERMANN

OPERATIONS OFFICER . . . . . MAJOR MAYRON H ROSE

ENGINEERING OFFICER . . . . . 1ST LIEUTENANT GENE J DUFFY

SUPPLY OFFICER . . . . . 1ST LIEUTENANT ROGER L SIMAN

INTELLIGENCE OFFICER . . . . . 2ND LIEUTENANT DENIS R BAIER

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Monthly Aeromedical Report

[illegible] Bomb Squadron
[illegible] Bomb Wing

[illegible]

October 1953

13

Hunter Air Force Base
Georgia

John O. Dick
[illegible]

Carl W. Hathaway
[illegible]

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16	-	Theory
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(11)	Appendix II	Aircraft on Appendix I
(14)	Appendix III	Citation Information
(15)	Appendix IV	Local Training Courses

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Narrative

Day of Month	Event
1	1/Lt. Carlstrom replaced Captain William T. Sullivan as Acting Operations Officer.
6	Special Safety Lecture on Low Flight Time. Type AT6 suffered a broken [illegible].
7	Training for Operations, Technical Supply and Personnel Personnel. Touch Football game with [illegible] Squadron.
9	Squadron Operations moved again.
12-17	Re-painting of Engineering Office.
15	Base Ground Safety Meeting. Touch Football game with [illegible].
19	Touch Football game with 3rd Tactical Squadron.
20	Squadron Meeting.
21	Inspection in Review. Pitching Inspection.
22	Commanding Officer Inspection. Touch Football game with Air Depot Squadron.

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Chapter I

Organization and Administration

During October the Squadron Commander, Lt. Col. John C. Vick, returned from B-47 pilot transition at Walker Air Force Base, Roswell and resumed command of the squadron on the 26th of the month. Major John F. Waugh who had been acting Commander briefed him on recent developments and prepared for his own departure to Pinecastle Air Force Base to attend flight training for B-47s.

1/Lt. Fred Davidson replaced Captain William T. Sullivan as acting Operations Officer, but the duties of that assignment were limited since the last aircraft had been ferried out on the 30th of September. (1) The few flying personnel present for duty flew with the 2nd Bomb Wing at this base as they have some T-33s left in their wing, although they expect to be converted to B-47s soon after this wing. October was the low point for this wing in terms of personnel since most flying personnel were absent in training and many mechanics who were also absent were learning about the maintenance and operation of jet engines and other facts about the new aircraft.

On the 7th of October the squadron had a moving day for three sections. Operations moved off the flight line into a building just outside Gate #25, allowing Personnel Equipment to occupy the end of the small building formerly used by Operations. Technical

(1) Historical Report, 97th S.S., 97th B.W., September 1953 pages 2, 8, 10, and 11.

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Supply moved from its its former location just off the Flight Line to the building just vacated by Personnel Equipment. Turn on the 9th of October Operations moved again, this time to the rear of the building occupied by AAOS who are vacating to Segovia.

There were two Squadron Meetings held during the month. At the first which was held at the Orderly Room on the afternoon of 9 October, the Squadron Commander, Major Kelly, expressed his appreciation for the squadron's support of the Community Chest Drive for funds and for the spirited co-operation in moving the sections which had just occupied new quarters. He continued about carelessness which could result in injuries, especially with vehicles and equipment, spoke of courtesy and customs of the service and of common courtesy. He announced the forthcoming inspection of troops and of clothing. The second Squadron Meeting was held at the new Operations building at which some of the previous topics were discussed and in addition it was pointed out by Major Kelly that there had been a sharp decrease in the number of delinquency reports received concerning personnel of the squadron, a very commendable indication of improved standards of conduct. Mention was made of the Character Guidance Council which has been concerned with this problem. This meeting took place on 23 October.

As will be pointed out in the Personnel chapter, there was a large loss of personnel by the early release.

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The 375th Bomb Squadron's Touch Football team began its season on the 7th of October with a loss and went on to win the next three games. The schedule and scores were as follows:

Date in October	Opponent	375th Score	Opponent's Score
7	306 MAT Sq.	0	6
13	MISC	7	0
19	306 Med. Sq.	13	6
20	Air Police Sq.	20	0

There was an inspection of all personnel in ranks on 24 October followed by the annual inspection of Airmen's clothing at the barracks.

The United Community Fund Drive which was started in late September was continued into October. The 375th Bomb Squadron led the 306th Bomb Wing in personnel contributions and reached a total of $700. As of the end of October the Base contributions expected. Captain William C. Hayworth was in charge of the drive at the start, but after his departure the drive was carried on by 2/Lt. William T. Holt. On the 27th of October a parade was held to the personnel of the squadron assembling for purpose of the appeal for funds and the colors supported by the drive.

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Chapter II

Personnel (1)

Strength figures for the 375th Bomb Squadron for the last day of September and the last day of October 1955 are given below for purposes of comparison:

30 September 1955 (2)

	For Duty	N/For Duty	Total	Sick	Av.	T.D.Y.	Total	Auth Cmbt
Officers	29	1	30	0	4	16	50	30
Airmen	136	1	137	1	4	40	45	172

31 October 1955 (3)

	For Duty	N/For Duty	Total	Sick	Av.	T.D.Y.	Total	Auth Cmbt
Officers	20	0	20	0	4	48	52	72
Airmen	71	3	74	1	6	48	55	129

The most obvious change in personnel in the 375th Bomb Squadron during October 1955 was the reduction in personnel, especially in enlisted personnel. This came largely as the result of Air Force transfers. Three officers and eight airmen were transferred to the 375th Air Refueling Squadron, while five, ten airmen were sent to the Far East and two officers and 36 airmen were separated or discharged from the service.

(1) Unless otherwise stated, all data for this chapter comes from Morning Reports of the 375th Bomb Squadron, October 1955.
(2) Morning Report, 375 B.S., 30 September 1955.
(3) Ibid. 31 October 1955.

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One observer was transferred into the squadron from the Far East. An aircraft maintenance supervisor and a glazier were transferred into the squadron from other squadrons of this wing, but the glazier was later included on the list of airmen sent to the Far East. Eight operations aircraft mechanics, all new in the service, arrived from training at Sheppard AFB, Texas. An aircraft maintenance technician newly re-enlisted in the service was assigned to the squadron to open-locate the list of incoming personnel.

In addition to the eleven transfers made to the 307th Air Refueling Squadron (already mentioned) an observer was transferred to the 303rd Bomb Squadron, three radio operators to the 307th AF Squadron and another to this wing headquarters. Two aircraft mechanics were sent to the 307th Field Maintenance Squadron. Leaving this squadron in October were the ten airmen already mentioned as being sent to the Far East, two bombardiers who were sent to Observers' Training at Hillington Air Force Base, Texas, a pilot to 307th Air Base Group headquarters, this base, and another pilot to the 97th Bomb Wing, Biggs Air Force Base, Texas. Two airmen went to Officer Candidate School at Lackland Air Force Base, Texas.

All personnel returning from temporary duty during October were B-47 aircrew members. Lt. Col. John D. Vick, squadron Commander, returned from B-47 pilot transition at Walker Air Force Base, Texas. Five observers returned from final phase B-47 training at

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Pinecastle Air Force Base, Florida and a other from VV training at Mather Air Force Base, California. Two single-rated pilots returned from McGill Air Force Base, Florida where they had attended Indoctrination and Familiarization leading toward their part in the B-47 program. Although not mentioned in the Loring Reports, eleven Observers attended Altitude Indoctrination at McGill Air Force Base, Florida. (1)

Seven aircrew members departed for Pinecastle Air Force Base, Florida where they will receive final phase training in the case of Observers and pilot transition in the case of Pilots. Two Pilots went to Ellsville Air Force Base, Kansas for their B-47 transition. Three officers and eight airmen went to McGill Air Force Base, Florida for a course in B-47 Indoctrination. Three Observers, all single-rated departed on temporary duty (pending TDDA) for Observer training at Ellington Air Force Base, Texas. There were several other scattered instances of personnel leaving for temporary duty or returning which are recorded from the above instances in the appendices.

Two officers were separated from the service, one under other than honorable conditions and the other in the normal reduction in force. Three airmen were discharged at the termination of terms of their enlistments, one resigned (unusable) and one was given a hardship to alleviate a particular situation. Thirty one airmen were released prior to expiration of their enlistments.

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One officer was promoted in pursuant grade from Second Lieutenant to First Lieutenant. The officer was 1/Lt. Placerito Rodriguez, Squadron Adjutant.

Among the airmen there were nine promotions and one demotion as follows:

From Pvte. 1/Cl. to Tech. T/Sgt.	1
From Pvte. 1/Cl to Tech. T/Cl.	1
From Pvte. 1/Cl to Pvte. 1/Cl	2
From Pvte. 1/Cl to Pvte. 1/Cl	4
From Pvte. 1/Cl to Pvte. 1/Cl	1
From 1/Cl to 1/Cl by order of Summary Court	1

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Chapter III

Operations

During October 1942 the 97th Sq. was pursued by aircraft and therefore accomplished no flying of its own. The few flying personnel present for duty flew a limited amount with the 2nd Bomb Wing, Hdq Unit, which had a few B-17's. As they also are to be converted to B-17's, their flying is limited.

Most of the flying officers are absent from the base in training for B-17's, initial training could be accomplished (1). course was given in Navigation, Bombing and Gunnery training which was conducted by 2d personnel of the 97th Bomb Squadron. While in this training the personnel utilized the installation here and in addition had recreational facilities, mostly Touch Football. This may appear to be a very conservative figure when it is noted that the squadron played four games during the month. Although ground training records indicate that 11 officers attended Altitude Indoctrination, this is only a tentative report and will prove to be slightly in error. The correct figure will most likely be ten (2).

The last four radio operators were transferred out of the squadron during October to other squadrons of this wing where their training and experience can be better used. Two remaining flight engineers, two of them are still in the squadron, but

(1) Records of 97th Bm. Sq. Ground Training Officer.
(2) Note: See Appendix III for names.

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are expected to be transferred later to another unit where they can be utilized more profitably. The [illegible] among the aircraft was that of the gunners not that to [illegible] turn over their turret fluid and oil to maintenance. During the first thirteen days of October the 377th Bomb Squadron supplied crews for the 377th Air Refueling Squadron at night. Four aircraft were supplied each night to guard Buckley Field and two aircraft were on guard on Saturday afternoon and Sunday. From the fourteenth to eighteenth inclusive two aircraft were supplied per night and one flying twenty-four hours. This concluded the plant detail. The flight engineers served as navigators of the plane.

The Intelligence Section [illegible] flying this month except the preparing and forwarding reports and the work for 1st Lieut. The Intelligence Officer, 1/Lt. Duke S. Dale, went to Eglin Air Force Base, Florida to observe Intelligence functions of the 377th Bombing Wing there.

The Communications Section lost two [illegible] one during October as already indicated. Instructions were made of all classified material belonging to the section and of radio crystals. When complete sets of crystals were turned over to the 377th Air Refueling Squadron and all radio crystals turned in to Signal Supply. 2nd/Lt. William T. Lutz, an Electronics Section-Communications Officer, joined the section in October. Their time [illegible] on sending Cards and V-Mail Reports.

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Chapter IV

Aircraft Maintenance and Supply

As the 379th Bomb Squadron was ordered out the last B-17 on the last day of September 1942, [1] there were no aircraft left to be maintained. This caused a reduced work load on the personnel present for duty, but there was still much to be done in preparation for the eventual arrival of B-17's. The activity of the Aircraft Maintenance Section consisted of training for the new type aircraft and doing miscellaneous work which would have received less attention in better times. In the latter category was the project of painting the Tuskegee Airmen.

The Aircraft Maintenance Section, A/C, issued 1 officer and seven airmen of the enlisted cadre to Godman Air Force Base, at Kentucky earlier to attend B-17 Ground Training Program #1. Training will more at Godman Air Force Base, Kentucky instead of Tuskegee, because of the shortage of the airmen. [2] One reason for eight specialists to attend to the arrival of this squadron and two others is now attending the B-17 familiarization course.

On the 15th of October A/C crew chiefs and assistants were assigned to their respective aircraft and began work already on the 17th plane which was going to be the flight line. It aligned the belief by which it was propelled and fill in time.

(1) Historical Report, 379 B.S., 3rd A.F., Unit. AFO 240 Pg. 31.
(2) Letter, The Squadron CO.

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while from a duty-assigned mission but have just reported for duty with the squadron as supernumerary engine mechanics, the section gained two flight engineers who had insufficient flying time to be qualified for B-47Es. Both will be transferred later to units where they can be used as flight engineers.

Supply

The Supply section moved on the 7th of October from the building into which it had moved last July (1) to the building just vacated by Personnel Equipment (T-1411).

There was a change of senior organizational supply specialists when the former one was transferred overseas and a new one had to become familiar with his new duties, a matter made more difficult by the change of the squadron from a B-47 squadron to one which will have B-47Es. During this month there equipment required for the B-47 program was not supplied in the B-47 program was turned in. The loss of an efficient sergeant who had served for a year as a stock typist placed an additional workload on the others which could be solved only by working after hours to keep up with the work accomplished.

The major activity of the Supply section in October was been the adding and completing of the annual UAI and UTMCL inventories.

(1) Historical Report, 27th Bm.Sq., July 1953, page 2.

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In addition to adding up the new UTTAL for the system on a daily basis, the supply section is closing out the UTTAL for the system on a DRAC basis.

Through stock withdrawals of spare batteries, records of sweep have been reviewed, when this was published in October.

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Chapter 7

Miscellaneous

There were two ground safety accidents of consequence in October. In one, an airman suffered a broken leg and other injuries (see page 11.). In the second accident A/2c Robert T. Tufts (separation organizational supply specialist) was injured in a touch football game on the 7th of October. His collar bone was broken during the game against the 307th AAF Squadron.

During October there were no delinquency reports received concerning any personnel of the 307th Bomb Squadron. This may reflect the efforts being made by the squadron to indoctrinate properly the new airmen arriving in the squadron and to place them under the supervision and guidance of non-commissioned officers. The large number of newly enlisted or drafted men and separation of officers (generally of sub-standard efficiency) might account for some of the improved conduct record and good morale. Preparation for the new 8 hour basic program and the interest in the new duties may also have been a factor. On the darker side of the picture was the significant contribution of four disciplinary cases of long standing which were processed during October. In one case a captain was allowed to resign for the good of the service (where then honorable), clearly the result of misconduct. (1) A second lieutenant was given dishonorable discharge from the service and forfeiture of all pay and

(1) Interview with 1/Lt Richard Brown of Boston AFB, Legal Office.

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ATTACHMENT I

Personnel (1)

Attending Personnel (T.A.C.)

One officer (an Observer) from 20th Air Force, AFO 3220, Okinawa:

Bliss, Robert T. Captain AF 805 256

From 307th Air Refueling Squadron, Ohio Wing:

McNaughton, Denton D. A/2c AF 16 278 708 - Driver

From 307th Periodic Maintenance Squadron, Ohio Wing: (Currently on T.D.Y. at Amarillo AFB, Texas.)

McDonnell, Walter L. S/Sgt. AF 14 333 502 Asst Maint Supvr.

From 3340 Technical Training Sq, Amarillo AFB, Texas, 4 week specialized aircraft mechanics (3-47):

Hansen, Vivant J. A/2c AF 11 332 100

Harlan, Ralph A/2c AF 11 401 010

Hefflin, Carl W. A/2c AF 11 102 217

Howard, Thomas V. A/2c AF 12 140 052

Popp, Paul D. A/2c AF 13 170 177

Shaw, Leslie M. A/2c AF 11 210 190

Spurgeon, Donavon L. A/2c AF 20 702 175

Storck, Elton F. A/2c AF 10 152 251

From Processing & Induction Station, Chanute, Georgia, one newly re-enlisted aircraft maintenance technician:

West, Alton B. S/Sgt. AF 14 255 456

(1) All data for this appendix obtained from Monthly Reports, 376th Bomb Squadron, 306th Bm. Wg., for October 1953.

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Outgoing Personnel

To 913rd Bomb Squadron, this wing, one Observer:

Cox, William M.	Captain	AO 676 910

To 306th Air Refueling Squadron, this wing:

Lukeman, Walter J.	Captain	AO 695 951	Navigator
Livingstone, Thomas D.	1/Lt.	AO 2 282 806	Pilot
Pongrace, Donald D.	1/Lt.	AO 1 911 916	Navigator
Anderson, Floyd T.	T/Sgt.	AF 31 253 976	Flt. Eng.
Daley, Roger C.	S/Sgt.	AF 11 140 692	Radio Op.
Westrom, Robert I.	S/Sgt.	AF 39 479 496	Radio Op.
Wheadon, Nelson R.	S/Sgt.	AF 19 253 742	Flt. Eng.
Robinson, Charles A.	S/Sgt.	AF 17 471 618	Flt. Eng.
Tobian, Edward	A/1c	AF 31 150 173	Gunner
Pottroff, Jack W.	A/1c	AF 19 366 092	Radio Op.
Norris, Robert C.	A/1c	AF 12 392 701	Radio Op.

To 306th Armament & Electronics Maintenance Squadron, this wing, three radio operators:

Erikson, Edward A.	A/2c	AF 27 219 486
Mitchell, Alfred G.	A/2c	AF 31 427 477
Colt, William L.	A/2c	AF 19 426 271

To 306th Field Maintenance Squadron, this wing, two apprentice aircraft mechanics:

Smith, Donald C.	A/2c	AF 19 424 072
Leathers, Thornton	A/2c	AF 31 428 [illegible]

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Bombardiers:

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Outgoing Personnel T...r. (cont.)

To 3700 Air Force Indoctrination Wing, MacDill AFB, Tampa, for Officer Candidate Course, two aircraft:

Ringold, Thomas T. 1/Lt. AF 01 [illegible] Pilot

Copley, Donald T. 1/Lt. AF 01 [illegible] Nav. Instr.

Temporary Duty (Returned)

From Florida AFB, Tampa where he had attended B-47 pilot transition, the Squadron Commander, a Pilot AFR:

Vick, John O. Maj. Col. [illegible]

From Pinellas AFB, Florida, five Observers who had attended Observers' Night B-47 training:

Taylor, Jesse T. Captain AO 2 [illegible]

Dugard, William T. 1/Lt. AO 2 [illegible]

Floyd, William T. 1/Lt. AO 2 [illegible]

Lyle, John T. 1/Lt. AO 2 [illegible]

Woolsey, John T. 1/Lt. AO [illegible]

From Luther AFB, California where he had attended ATT radar training, one Observer:

Cox, William T. Captain AO [illegible]

From MacDill AFB, Florida where they had attended B-47 familiarization course, two Pilots:

Taylor, John T. 1/Lt. AO 2 [illegible]

Miller, James T. 1/Lt. AO 2 [illegible]

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Temporary Duty (Unclassified) (cont.)

From Stead AFB, Nevada (Have not completed Advanced Survival training, one Observer:

Arveson, Allen, T. 1/Lt. AO A 001 559

From Davis-Monthan AFB, Arizona (Have not used prior as A/C Property Officer on a T-29 and required to gather information about T-10-Tu, one Observer:

Ashway, Carl W. Captain AO 402 425

From 7th Strategic Recon. Wing, Travis AFB, California, one pilot:

Williamson, Thomas F. Captain AO 871 906

From Roswell AFB, Texas, two aircraft maintenance officers:

Gantz, William O. Maj. AF 11 021 121 Asst Materiel Supt.

Boyd, James A. Maj. AF 27 210 645 Asst. Materiel Supt.

From 3750 Technical Training Wing, Sheppard AFB, Texas, one senior aircraft mechanic:

Morrow, Robert M. M/Sgt. AF 14 404 445

From 3450 Technical Training Wing, D.F.Warren AFB, Wyoming, one administrative supervisor:

Middlebe, Orville A. M/Sgt. AF 14 142 735

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Temporary Duty (Departed)

Seven officers to Pinecastle AFB, Florida for final B-17 training:

Arnold, William H.	Captain	AO 692 456	Observer
Cothran, Harold T.	Captain	AO 6[illegible]1 910	Pilot
Harris, Roy T.	Captain	17 560 A	Pilot AOC
Tacoby, James C.	Captain	12 706 A	Pilot AOC
Wills, Elton G.	Captain	AO 797 806	Pilot
Cole, Gordon M.	Captain	AO 792 771	Observer
Worthington, James	1/Lt.	AO 715 516	Observer

To Wichita Air Force Base, Kansas, two Pilots AOC for final B-17 transition:

Hoffman, William T.	Captain	17 140 A
Petty, Reginald	Captain	AO 2 048 402

To MacDill AFB, Florida for B-17 Indoctrination and Familiarization:

Beale, Beale C.	1/Lt.	AO 2 032 047	Int. D. Off.
Taylor, John D.	1/Lt.	AO 2 216 143	Pilot
Wallace, James L.	1/Lt.	AO 2 [illegible] 471	Pilot
Aiken, Richard C.	S/Sgt.	AF 21 393 709	Sr. Asst. Engr.
Pulley, Owen T.	S/Sgt.	AF 21 536 116	Sr. Asst. Engr.
Taylor, Milford	A/Co	AF 21 430 429	Sr. Org. Sup. Off.
Miller, Edward L.	A/Co	AF 21 [illegible] 047	Sr. Asst. Engr.
Monroe, Kenneth P.	A/Co	AF 20 [illegible] 777	Apr. Asst. Engr.
Turner, Donald R.	A/Co	AF 21 [illegible] 733	Apr. Asst. Engr.

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Deporting Duty (Departed) (cont.)

To MacDill AFB, Florida for B-47 Indoctrination (continued):

Gray, George T. S/Sgt. AF 11 210 247 Asst. Prop. Mech.

Johnson, Robert T. S/Sgt. AF 17 247 660 Asst. Paint. Supv.

To 3307 Navigation Training Wing, Williams AFB, Texas for multiple naval Observer training (pending TDN):

Marquardt, William C. Captain AO 670 549 Bombardier

Platt, Milo H. Captain AO 433 971 Radar Operator

Talley, Charles W. T/Sgt. AO 911 124 Bombardier

To 3340 Technical Training Wing, Keesler AFB, Miss. (pending TDN):

Dabdy, Marian A/2c AF 11 423 348 Asst. Org. Supv. AF.

Discharge, Separations and Releases from Service.

Separated from the service other than honorable per AFR 35-64, Sec II par. 7a:

Gilliam, Roy T. Captain AO 666 042 Bombardier

Released from the service, withheld to Reserve Component under the current "Reduction in Force", AFR 35-57: (Effective 5 October)

Tuck, Theodore R. Captain AO 427 050 Pilot

Discharged from the service on expiration of term of enlistment:

Miller, Charles E S/Sgt. AF 14 147 267 Fld. Mus.

Anton, Albert L. S/Sgt. AF 10 233 470 Sr. Acft. Mech.

Dombrowsky, James L. A/2c AF 16 253 914 Sr. Acft Mech.

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Discharges, Separations and Releases from Service (cont.)

Honorable resignation under provisions of AFR 39-18:

Moore, James T. S/Sgt. AF 19 421 931 Fld. Div.

Hardship discharge under provisions of AFR 39-10:

Allman, William T. A/2c AF 42 979 178 Ware. Inf. Regt.

Early release from the service under provisions of AFR 39-21:

Orlet, Dale L. S/Sgt. AF 17 250 212

Jones, Robert D. S/Sgt. AF 31 421 776

Powell, Richard T. S/Sgt. AF 29 116 229

York, Harrison L. S/Sgt. AF 14 240 731

Adams, Darrell R. T/5 AF 31 249 147

Baker, David R. T/5 AF 33 174 147

Brueggen, Walter L. A/2c AF 47 239 307

Caldwell, Bill L. T/5 AF 16 214 229

Conley, Joseph F. T/5 AF 27 276 212

Cook, R. E. T/5 AF 16 142 414

Curtis, Ray T. T/5 AF 31 241 435

Dietz, Leroy T. T/5 AF 14 240 710

Emerson, William T. T/5 AF 11 203 870

Epps, Durwin W. T/5 AF 31 247 242

Hawkins, Lawrence E. T/5 AF 14 240 671

Holmes, Allen T. T/5 AF 31 243 241

Johnson, David C. T/5 AF 17 215 720

Leeds, Charles W. T/5 AF 16 217 251

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Discharges, Separations and Releases from Service (cont)

Early releases (cont.)

McDonnell, James T.	A/2c	AF 14 232 625
Lampanelli, Otto T.	A/2c	AF 14 201 149
Hajo, Wayne W.	A/2c	AF 11 429 042
Peterson, Robert C.	A/2c	AF 17 216 172
Roleson, Richard G.	A/2c	AF 18 260 249
Salvatore, Vincent V.	A/2c	AF 12 272 715
Scott, James C.	A/2c	AF 17 209 757
Towne, Lyle E.	A/2c	AF 17 204 401
Wagner, Joseph P.	A/2c	AF 15 156 621
Aulres, John A.	A/2c	AF 12 217 042
Dore, Pierre A.J.	A/2c	AF 11 222 175
Riley, Van T.	A/2c	AF 17 271 577
Saxton, William D.	A/2c	AF 11 421 260

Promotions

From Permanent A/2c to Permanent S/Sgt. (promotion temporary S/Sgt.):

Soldigney, Nicoberto AF 777 [illegible] and a Soldiership

From Permanent A/2c. to Temporary S/Sgt.:

Myrom, Ralph I. AF 11 172 130 Aircraft Maintenance Supv.

From Permanent A/2c to Temporary S/Sgt.:

Alaly, Edward G. AF 11 225 753 Sector Mgt. Recruit

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Promotions (cont.):

From Permanent A/Mc to Permanent A/1c:

Dye, Stanley T. AF 12 408 627 Apprentice Refrigeration

Smith, Florian AF 12 413 043 Apr. Organize. Supply Spec.

From Permanent A/3c to Permanent A/Mc: (All Apr. Aircraft Mechanic)

Bischoff, Howard T. AF 12 391 573

Daley, James T. AF 11 421 010

Smith, Donald G. AF 12 146 012

Vincent, Thomas F. AF 12 146 431

From Permanent A/3 to Permanent A/3c:

Crabill, Franklin D. AF 11 425 446 Apr. Aircraft Mechanic

Demotions

From A/3c to A/3 by order of Summary Court:

Williams, Leslie S. AF 12 403 776 Asst. Mag. Insm.

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HISTORY

of

375TH BOMBARDMENT SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 October - 31 October

1953

14

PHILLIP A. GIBSON
1st Lt., USAF
Historical Officer

ROSS L. CLEMENTS
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/1C Norman E. Nielsen

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CHRONOLOGY

Date		Event
1 Oct	a.	Airman Everett W. Sheldon reassigned to hospital at Maxwell Air Force Base for treatment of poliomyelitis.
	b.	Major Paul V. Clifford assigned.
	c.	Lieutenant Pendal transferred to Observer upgrading school at Ellington Air Force Base.
8 Oct	a.	Major Wakeman on leave. Captain Boyd assumes Command.
	b.	One officer released from Active Duty IAW RIF Message AFPMP 591/53 dated 18 June 1953.
12 Oct		Airman Peffer AWOL.
15 Oct		Two officers reassigned to 95th Bombardment Wing H, Biggs Air Force, Texas.
18 Oct		Major Wakeman returns from leave.
20 Oct		Thirty-three airmen discharged under paragraph two Air Force Regulation 39-14 and Message ALMAJCOM 820/53.
26 Oct		Major Ross L. Clements returned from B-47 Transition at Wichita, the first officer from this squadron to complete this training.
31 Oct		Payday final collections made for United Community Appeal.

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ORGANIZATION AND ADMINISTRATION

The first full month under our new T/O 1-1178P brought forth many new problems and policies.

Training is still our primary function, and the bulk of this is, of course, the training of Combat Crews. We have found that the smaller crews are easier to handle, but at present require more training than did our B-29 crews. However these requirements are being rapidly accomplished.

Major Coyd V. Wakeman, Squadron Commander, took a ten day leave from the eighth to the eighteenth of the month and was very ably replaced during his absence by Captain Robert R. Boyd.

Upon his return Major Wakeman began a noteworthy project consisting of interviews with all the airmen assigned to the squadron. He, in interviewing the "old" men as well as the ones newly assigned, is gleaning valuable information from the men including their views of the Air Force as a whole, their personal background, and any problems they might have which would effect their usefulness.

One AWOL ocurred during the month. Airman Peffer was assigned to the squadron on the first of October, went AWOL on the twelfth and returned voluntarily on the twenty second. Peffer could give no reason for his AWOL except he had become "fed" up with the Air Force in general, however he would not elaborate on this subject. He was given a Summary Court-Martial and received a reduction to Airman Basic and restricted to the base for thirty days.

One airman was given a Special Court-Martial in conjunction with the findings of Committee fifty-five, for fraud against the government and received a ninety dollar fine.

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PERSONNEL (1)

The largest single change in the personnel department was the loss of thirty-three airmen under the provisions of paragraph two Air Force Regulation 39-14 and Air Force Message ALMAJCOM 820/53. Most of these were gunners which are no longer needed in the squadron. This, along with the shipment of twelve gunners overseas and twelve to 308th Air Refueling Squadron leaves us with only one gunner assigned to the squadron and this one is pending transfer to a B-36 Wing.

During the month we had an average of forty-four officers TDY to either MacDill, Wichita, Pinecastle, or Stead Air Force Base for training of various kinds. This carried over to the airmen who held an average of forty-six men on TDY to Amarillo Air Force Base, Texas for B-47 Maintenance Familiarization Course.

Our most acute problem is the lack of trained personnel in the Maintenance or forty-three field. Though we are top heavy with 43131J's in the rank of Airman Third Class we have no 43153's and only four 43171J's against fifteen authorized. To give a better picture the following information is given:

AFSC	Authorized	Assigned Primary	Assigned Duty
43131J	4	36	76
43151J	15	0	6
43171J	15	0	4
43153	39	0	0

As shown by these figures our Maintenance capability is zero.

At the first of the month all the Flight Engineers in the squadron were assigned duties in the Maintenance field. However at the end of the month all had been transferred except two who were pending transfer.

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One officer was separated from the service under the reduction in force.

Two officers departed for twelve weeks TDY at Maxwell AFB where they will attend Squadron Officer's School.

(1) All information contained in this chapter was obtained from the October Morning Report and Personnel Statistical Report unles otherwise indicated.

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OPERATIONS AND TRAINING

On the twenty-sixth of this month we welcomed back Major Ross L. Clements from B-47 Transition at Wichita Air Force Base. Major Clements is at present Operations Officer and will assume Command of the squadron next month when Major Wakeman goes to transition.

Also, a new asset to the squadron is the acquisition of Major Paul V. Clifford from Mather Air Force Base, California. Major Clifford is to be our Squadron Observer and will perform as Ground Training Officer when he returns from CCTS at Pinecastle Air Force Base.

Schedules have been received which will complete our training required for conversion. We will send several of the Observers to CCTS next month. The other training which includes Physiological Training, Basic and Advanced Survival, Special Weapons School, and a special forty hour Navigation school for Pilots, is approximately sixty-five per cent completed. This figure will not rise for at least another month since all of the personnel who need training are presently TDY.

In the meantime several beautification projects have been started which include the procurement of grass seed which has been planted in the Operations area, and the submission of work orders for tiling the floor in the Operations building.

A ready room for Combat Crews is being planned for the Operations building. No firm conclusions have been reached on this project as yet.

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MAINTENANCE

Major Douglas R. Smith, Maintenance Officer, attended a course in B-47 Familiarization at MacDill Air Force Base, which consisted mostly of discussion of maintenance administration problems connected with conversion.

Having no aircraft is giving us an opportunity to accomplish most of our ground training required by Second Air Force Regulation 50-6. Although many of our people are still TDY to Amarillo, those present for duty are being given extensive training. The greater part of our present for duty personnel are 43131J's who have little or no line experience. These people are being pushed through the B-47 Mobile Training Detachment as fast as possible since some of them are at present scheduled to become Crew Chiefs.

Our foremost problem connected with conversion is the lack of Jet Engine Mechanics, AFSC 43153. Although we have thirty-nine of these people authorized, we have none assigned and can obtain no information on any projected into the squadron. It is impossible to enter this field through OJT since a man must be a graduate of Jet Engine Mechanic School to hold this AFSC.

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SUPPLY

This section continued to procure supply items necessary for operation under the B-47 T/O, and turn in items no longer needed.

At the present time we have approximately sixty-five per cent of the required items on hand, however continued changes in the ECL has resulted in extensive paper work and an overage in some items which must be turned in.

Normal housekeeping and supply function otherwise occupied the time of the personnel of this section.

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KEY PERSONNEL

The following personnel occupied key positions of the squadron during the month of October 1953.

COMMANDER:

Major Coyd V. Wakeman

Captain Robert R. Boyd

OPERATIONS OFFICER:

Major Ross L. Clements

Captain Robert R. Boyd

1st Lt Donald U. Egolf

MAINTENANCE OFFICER:

Major Douglas R. Smith

ADJUTANT:

1st Lt Phillip A. Gibson

SUPPLY OFFICER:

1st Lt John L. Kalish

FIRST SERGEANT:

T/Sgt Benjamin M. Royster Jr.

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5. 375th Bombardment Squadron M Special Orders
6. 375th Bombardment Squadron M Operations Flight Records
7. 375th Bombardment Squadron M Training Charts

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HISTORY

OF

308TH AIR REFUELING SQUADRON M

308TH BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 October 1953 - 31 October 1953

Aaron Adams
AARON ADAMS
2d Lt., USAF
Historical Officer

PERRY P. MENZIES
Lt. Col., USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

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Prepared by A/2C Newell C. Granger Jr.

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Chronology

First Lieutenant Richard C. Bund, AO 2080644, was assigned as Training Officer vice First Lieutenant Everett L. Clevenger, AO 710564.

Captain John W. Martin, AO 2058524, replaced Captain Charles P. O'Brien, AO 535804, as Squadron Adjutant and Personnel Officer.

Captain Walter J. Lankenau, AO 695931, was assigned as Scheduling Officer.

The squadrons' first KC-97 crew completed the transition phase of the check out program.

First Lieutenant Walter G. Underwood, AO 1910688, replaced Second Lieutenant Albert F. Haser, AO 2228388, as Communications Officer and Lieutenant Haser replaced Second Lieutenant Oliver L. Butner, AO 2092517, as Classified Documents Control Officer.

A 308th Air Refueling Squadron crew delivered the first KC-97 from Boeing Aircraft, Seattle, Washington, to the 2nd Air Refueling Squadron.

The Operations section moved to the new operations building on the Flight Line.

Two KC-97 crews completed the transition phase of the check out program.

Organization

During October the 308th Air Refueling Squadron continued operations under the command of Lieutenant Colonel Perry P. Menzies, AO 389743. As the number of personnel assigned approached the authorized strength, the organization and management of individual sections became a less significant problem. However, some difficulty was encountered in fully utilizing all personnel assigned because of the large number of crew members and the

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limited amount of flying the squadron was able to accomplish.

Very few changes were made in key personnel during October. The most noticable of these changes was the replacement of Captain Charles P. O'Brien, AO 535804, by Captain John W. Martin, AO 2058524, as Squadron Adjutant and Personnel Officer.* Fewer personnel changes and less confusion in individual sections indicate that the squadron is rapidly becoming a smoother operational organization.

Personnel and Administration

On 2 October 1953, Captain John W. Martin replaced Captain Charles P. O'Brien as Squadron Adjutant and Personnel Officer. Captain O'Brien was reassigned as an Aircraft Commander on a KC-97 crew and immediatley started off base training in preparation of this duty.

The processing of incoming and outgoing personnel continued throughout October. One (1) officer and Twenty-five (25) airmen processed out of the squadron and fourteen (14) officers and fifty-three (53) airmen were processed into the squadron. This gave the squadron a net gain of thirteen (13) officers and twenty-eight (28) airmen over the 30 September 1953 strength. A breakdown of officers assigned shows fifty-three (53) present for duty, one (1) on leave and seventeen (17) TDY for training at various stations, giving a total of seventy-one (71) officers assigned. A breakdown of airmen assigned shows two-hundred-fourteen (214) present for duty, six (6) on leave and thirty-three (33) TDY, giving a total of two-hundred-fifty-three (253) airmen assigned and a total strength of three-hundred-twenty-four (324).**

* PAM#7, par 1, 308th Air Refueling Squadron M dated 2 October 1953.
**Morning Report 308th Air Refueling Squadron for October 1953.

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The shortage of officer personnel in the Orderly Room was eased somewhat with the assignment of three (3) clerks during October. One (1) clerk was lost through discharge.

The moralein the squadron is good. At this time the squadron is confronted by no major problems that are uncommon to newly formed organizations.

Operations.

During the month of October the squadron began its first real flying training program. Three crews completed the transition phase of the check out program as well as completing a number of navigational requirements.

It was estimated that there would be fifteen crews available for training during the month. This figure was based on the completion of HTTU training of the crews; however, due to off base training schedules (MTD, Advanced Survival, IFR MTD, and Phsychological training) only six crews were actually available.

Thirty-eight (38) flights were made during the month for a total flying time of 206:35. The break-down of flying time is as follows:*

308th ARS Aircraft:

2 Ferry Flights	3:00
3 Test Flights	4:00
30 Training Flights	166:40

2nd ARS Aircraft:

3 Ferry Flights	32:55
Totals: 38 Flights	206:35

*AF Form I, part I for KC-97 Aircraft of the 308th ARS and 2nd ARS for September 1953.

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This total of flying time is approximately 80% above the scheduled 115 hours.

On the 20th of October the operations building inside the Flight Line was made available and the move was made although the building had not been accepted from the contractor. The move from the cramped quarters occupied in building 1288 to this new building has added greatly in the allocation of working space to the various operations section.

Intelligence

The squadron Intelligence Officer, Second Lieutenant Oliver L. Butner, was engaged in off base training during most of October. Because of this the section was able to do very little other than interview incoming combat crew personnel for the purpose of completing their intelligence P-2 cards. Lieutenant Butner is presently gathering material for the purpose of setting up an intelligence reading room.

Personal Equipment

The personal equipment section completed its move from building T-1286 to building T-1245 during October. Bins have been set up and the section is again operating normally.

Arrangements have been made through the Wing Director of Material section for the transfer of one-hundred-seventy-nine (179) B-15 type jackets from other organizations within the 308th Bombardment Wing M. This will solve most of the personal equipment problems of the squadron for the present.

The section is presently under the supervision of First Lieutenant James A. Nelson, aided by one (1) other officer and four (4) airmen.

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Supply

The supply section continued normal operation throughout October. Tool kits have been received and the section is presently in the process of issuing authorized kits to crew personnel. This should be accomplished on or before 15 November 1953.

The section has received a copy of T/A 1-21 and SAC Letter DM 3 BM 320, authorization for individual flying clothing and equipment. The Squadron UPREAL has been corrected in accordance. The section is still short many ECL's, regulations, letters, and stock lists, which hinders the operation of the section. Back orders for publications have been checked and are current.

As of 31 October 1953, the squadron had on hand seventy-two percent (72%) of UPREAL authorization and ninty-three percent (93%) of Base Support equipment. Shortages are one-hundred percent (100%) on back order.

Ground Training

The Ground Training Section had a heavy administrative and scheduling workload throughout October. Training records had to be made for all incoming personnel, new files set up and new forms to indicate individual SAC Reg 51-19 ground and flying training accomplishment.

In addition to 2AF Reg 50-6 individual ground training files, new individual files were made to include SAC Form 50-32-4 as well as mission training sheets, certificates, and other material pertainent to SAC Reg 51-19.

Main emphasis was placed on all off base training such as: Engine Analyzer School at Chanute Air Force Base, Illinois, Physiolgical

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Training at MacDill Air Force Base, Florida, Advanced Survival Training at Stead Air Force Base, Nevada, In Flight Refueling, Boom Maintenance and Airplane General at MacDill Air Force Base, Florida.

As of 31 October 1953, approximately sixty-two percent (62%) of assigned crew members have completed basic survival, thirty-three percent (33%) have completed advanced survival and seventy-three (73%) have completed physiological training.*

Specialized training for Aircraft Commanders, Pilots, Navigators, Radio Operators and Boom Operators was accomplished by their respective sections under the supervision of the section heads who had set up formal courses in pertinent subjects.

Scheduling will be more effective in the future due to the appointment of a scheduling officer and an anticipated decrease in the processing of records. Records on non-crew members will be accomplished during November.

Maintenance

As of 31 October 1953, the maintenance section had one (1) officer and one-hundred-twenty-eight (128) airmen assigned, an overage of twenty (20) airmen. This overage is in the 131 and 132 levels of the 43 career field. There is a critical shortage in the 171, 151, and 152 levels of this career field.

An average of six (6) to eight (8) aircraft were ACCP daily throughout October. The average in commission aircraft was nine (9) daily and one aircraft is still on indefinite TDY to the 301st Air Refueling Squadron.

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A TOC team (Post Flight #2) is performing TOC on aircraft arriving from other stations. This operation is a full time job for one crew. The section has completed 264 inspections on all assigned aircraft and a total of thirty-one (31) post flights.

The major problems confronting the section at this time is a shortage of qualified personnel and parts and a shortage of tool kits for maintenance crews.

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Key Personnel

Commander	Lt. Col.	Perry P. Menzies
Adjutant	Captain	John W. Martin
Operations Officer	Major	Orin H. Erickson
Maintenance Officer	Captain	George A. Meuse
Boom Operator Training Officer	Captain	Warren J. Korinek
Ground Training Officer	1st Lt.	Richard D. Bund
Personal Equipment Officer	1st Lt.	James A. Nelson
Supply Officer	1st Lt.	James A. Nelson
Intelligence Officer	2d Lt.	Oliver L. Butner
Evacuation Officer	2d Lt.	Gerald L. Kaplan
First Sergeant	M/Sgt	Joe E. Creek

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IV. Records of Ground Training Officer, 308th Air Refueling Squadron for October 1953.

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HISTORY

of

308TH PERIODIC MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 October-31 October

1953

NEIL R. HUMPHREY
1st Lt., USAF
Adjutant

JOSEPH N. LANDERS
1st Lt., USAF
Commander

THIRTY-EIGHT AIR DIVISION
SECOND AIR FORCE
STRATEGIC AIR COMMAND

Prepared by 1st Lt. Neil R. Humphrey

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CHRONOLOGY

2 October 1953 - Supply received eighty-one (31) carbines and nine (9) sub machine guns (caliber .45 M3A1).

5 October 1953 - Fifteen (15) men attended school for firing the furnace.

Football - PMS versus 304th Operations. Score PMS 8 - 304th 6.

8 October 1953 - The Articles of War was read to thirty (30) men.

10 October 1953 - Fifteen (15) men attended school for firing the furnace.

11 October 1953 - Engineering and Dock Stock moved to Nose Hanger number one.

12 October 1953 - Football - PMS versus 2d ARS. Score PMS 16 - 2d ARS 7.

13 October 1953 - Ground Safety Lecture.

20 October 1953 - Football - PMS versus Hqs Sq. Score PMS 2 - Hqs Sq 0.

23 October 1953 - Character Guidance Lecture.

28 October 1953 - Twenty-six (26) men fired the carbine.

Twenty-five (25) men were given Security Indoctrination Lectures.

30 October 1953 - Thirty-six men attended school for firing the furnace.

PERSONNEL:

During the month of October we had forty-seven (47) men transfered into the squadron and seven (7) men transfered into other organizations. There were three (3) men discharged.

Gains are as follows:

Forteen	(14)	43151B
Five	(5)	43132A
Twenty-one	(21)	43131J
Three	(3)	43152A
One	(1)	43171B
One	(1)	70010
One	(1)	70230
One	(1)	70250

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Personnel (Cont'd)

Losses are as follows:

One	(1)	43154B
Three	(3)	43171B
One	(1)	47154
One	(1)	64010
One	(1)	73150

Discharges are as follows:

Two	(2)	32351F
One	(1)	32331F

ORGANIZATION & ADMINISTRATION:

In the way of organization and administration business was of a routine nature.

Major Keenan has been returning to Savannah, Georgia from Pinecastle AFB on weekends. He has been checked out in the T-33 and appears to be very enthused about the prospects of getting checked out in the B-47.

Lt. Winkler was in the hospital for a period of about two (2) weeks after falling from his motor scooter. He suffered a fractured collar bone.

We have continued to receive 43131J's although we are over authorized strength. We are authorized five (5) 43131J's and now have seventy (70) assigned. We also are over strength in 43131B's. We are authorized two (2) and have twenty-five (25). We continue to have shortages in the following AFSC's - understrength ten (10) 43133's, five (5) 43151B's, ten (10) 43151J's, fifty (50) 43153's, fifteen (15) 43154's, ten (10) 43171B's.

MAINTENANCE:

The month of October has been very quiet for maintenance sections. Most of the month we have been reassigning personnel for work on KC-97's and B-47's. We have also been constructing stands for the KC-97's.

We were scheduled with one (1) 500 hour inspection. We still have this aircraft. It is awaiting an engine change and is A.O.C.P.

We have one (1) KC-97 in the washrack undergoing a turco cleaning.

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SUPPLY:

During the month of October the supply personnel stored all B-47 and KC-97 equipment and special tools.

All excess equipment which maintenance cannot utilize is being turned-in. Due to the cold weather, which we are beginning to have, many of the maintenance men have been checking out woolen sweaters.

We received eighty-one (81) carbines and nine (9) sub machine guns. We are having them cleaned and preparing them for use. A room is being prepared for their storage. We have secured the windows with heavy mesh wire and are installing gun racks.

We also have received additional bedding for the new men coming into the squadron. Additional clothing racks are being constructed.

The tool crib and dock stock have made their conversion from B-29 to B-47 and KC-97 equipment.

TRAINING:

During the month of October we accomplished the following:

1. Fifty-six (56) men completed schooling for firing the furnace.
2. Twenty-six (26) men fired the carbines completing basic weapons.
3. Twenty-six (26) men completed the Security Indoctrination Test.
4. All available personnel attended Character Guidance Lecture.

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2. Squadron Files.
3. Squadron Special Orders.
4. 308th Bombardment Wing M (SAC) Special Orders.
5. Individual Personnel Records.
6. 308th Periodic Maintenance Squadron Personnel Actions Memorandums.

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KEY PERSONNEL

COMMANDER:	1st Lt Neil R. Humphrey
SQUADRON ADJUTANT:	1st Lt Richard J. Wanserski
MAINTENANCE OFFICER:	1st Lt Joseph W. Landers
SUPPLY OFFICER:	1st Lt Richard J. Wanserski
FIRST SGT:	M/Sgt James R. Crutchfield Jr.
LINE CHIEF:	M/Sgt Vernon G. Miller
SUPPLY SGT:	S/Sgt Douglas R. Wilson

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HISTORY

OF

308TH FIELD MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 - 31 October 1953

MARTIN G. KOEHLER
1st Lt USAF
Historical Officer

RALPH H. SCHMUCK
Lt Col USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by Staff Sergeant James M. Thompson

SECURITY INFORMATION

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MONTHLY ACTIVITIES REPORT

The activities of the 308th Field Maintenance Squadron for the month of October 1953 covering the progress, handicaps, morale, historical events and other activities, were as follows:

PERSONNEL AND ADMINISTRATION

The personnel and administrative workload of the squadron remained heavy during the month of October in lieu of the B-47 conversion program. Large school quotas in the maintenance career fields required extensive time in processing personnel. Approximately 100 airmen were processed to and from schools during October. The maintenance conversion program for B-47 wings began to show initial results as airmen returned from special B-47 phase training courses.

A steady influx of personnel who had just completed basic training and preliminary schooling increased the enlisted strength of the squadron from 309 to 355. Few airmen were lost in the strength column in October: Three airmen were discharged under the "Early Out" policy; One airman was reassigned to Maxwell AFB, for medical treatment and one to the 308th Armament and Electronics Squadron.

Eleven airmen were promoted in October, all dates of rank 1 October 1953: Five airmen from A/3C to A/2C, three from A/2C to A/1C, two from A/1C to S/Sgt, one from S/Sgt to T/Sgt.

A leave program was initiated in October so that maintenance personnel would be present for duty after the 1st of the year during the peak of the MTD training program. This program excelerated leaves during the month.

One airman reenlisted during the month. One 70250 gain was received from oversees to bolster the Orderly Room effectiveness.

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The Orderly Room underwent a monthly administrative inspection but had not received the results on 31 October 1953.

Due to the large increase of personnel in the squadron airmen were required to share rooms with four or five others. Much excitement was evident in anticipation of the movement of all on base personnel to the new barracks in November.

As of 31 October 1953 there were eight officers assigned, seven present for duty and one TDY. There were 355 airmen assigned, 268 present for duty, two present not for duty, 12 on leave and 73 TDY.

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MAINTENANCE

SUPERVISION

During the month of October function charts were made for all Branchs and Sections of the squadron.

Materiel Control was mainly in the process of turning in B-29 parts and ordering parts for WC-97 and B-47 aircraft. The section had a huge turnover of reparables from CRSC. Approximately fifty percent of these items were put back in servicable condition. Pre-issue items were received as well as could be expected, considering the least quantity that were requested. Bench stock items were received at a consistant rate.

Much attention was given all supply shortages that were in any-way of a critical nature. Many articles needed for the conversion program were received and action taken to assure that others were ordered.

All transportation used by this section was considered most satisfactory.

Coordination and cooperation was very good in October and no difficulties other than those mentioned above were encountered.

AERO REPAIR BRANCH

On the first of the month the Ground Servicing and Materializing Equipment Section was transfered to this Branch, from the Fabrication Branch. Consolidation of all ground power equipment assigned to the Wing was put into effect, meaning that all such items were maintained and dispatched from that shop.

As to other accomplishments, the Tire Shop formerly under the Hydraulic Shop, was transfered to Air Frame Section. The Tire Shop was moved from building 1262 to building 1215 where it has been

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operating as sub-section of the Air Frame Section.

A total of 240 SJR's were received and completed during the month, plus form 48 and Inter-Shop-Work Orders completed.

Pre-issues and bench stock were slow in coming into the shops but some progress was shown from the previous month. Most of the B-29 aircraft equipment on hand in each section was turned in, thru the Technical Supply.

Transportation made available during the month of October was considered satisfactory.

Coordination and cooperation between the shops and other branches of the squadron was considered excellent.

The morale of the personnel in the branch during the month was excellent.

POWER PLANT BRANCH

This branch used mechanics to perform the duties of clerk and supply personnel. Although the T/O authorizes clerical and supply personnel for the branch none were available. We had 29 airmen TDY to schools, a large number of personnel attending MTD school and four airmen attending lectures in the afternoons given by the C. E. representatives.

The following accomplishments were made: Removed two engines, repaired two engines for shipment to depot; Unit Change changed one cylinder, and removed two engines; Engine conditioning worked on five aircraft; Power Pack uncrated four power packs, work was in process on these packs.

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The lack of a mono-rail in this building was a tremendous handicap to the section. It was recommended that all possible means be exhausted to obtain the proper 10,000 Cranes for handling of engines in the hanger. There were no facilities in the hanger.

The morale was excellent within the Power Plant Branch. The workload was a contributing factor to this.

FABRICATION BRANCH

This Branch has 96 airmen authorized. At the end of October we has 72 airmen assigned. Ten airmen were TDY to MacDill AFB taking courses on conversion of B-47's. We feel that the points picked up by these airmen will benefit the branch and the Wing. Three new men were assigned to Sheet Metal Shop.

The Welding Shop completed 7 build-up stands for 4360 engines which were sent through supply. The PMS and ARS docks were modified for KC-97's during the month. All aircraft parts brought into the shop from the flight line were processed without any delay.

The Woodmill section has been very busy manufacturing bins and work benches for supply. All supply work orders were completed in October.

The Sheet Metal Shop completed 52 SJR's and ten form 48's. Four new line units were received built up and put in use. Coordinating with maintenance control this section had a team inspect all KC-97's for sheet metal repairs and by doing this the A/C were scheduled for these minor repairs to be accomplished while the A/C would be down long enough to complete required work. This proved to be an advantage to ARS and sheet metal.

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In the Machine Shop all work was accomplished in an excellent manner for the month of October. Work orders through supply for special tools which were needed very much were manufactured.

The Parachute Shop has processed all chutes and safety belts for the Bomb Squadrons and ARS; also rafts for 308th Bomb Wing without having any difficulty.

The Fabrication Branch has given and received the best of coordination and cooperation.

The morale of the section was very good.

SUPPLY

The Squadron Supply made a lot of headway on the conversion to KC-97's and B-47 during the month of October. As of the last of the month all requirements had been firmed up. Unit allowance lists change request were forwarded thru the Division Equipment Review Board for all additions, changes and deletions to the Squadron UAL and most of the UAL type equipment was on requisition. Requisitions were to be submitted on the remainder of the UAL equipment when the change request was approved.

Change request were prepared and forwarded on all UPREAL equipment not already authorized and all UPREAL equipment was on requisition.

The Squadron Supply was authorized eight airmen and one officer. Seven airmen and one officer were assigned and present for duty.

As of the end of October this Squadron had on hand 35,958 items of the 43,241 items authorized by the UPREAL.

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The following personnel occupied key positions of the squadron during the month of October 1953:

COMMANDER

Lieutenant Colonel Ralph W. Schneck

ADJUTANT

First Lieutenant Martin C. Koehler

SUPPLY OFFICER

Captain Ira M. James

MAINTENANCE SUPERVISOR

Major James C. Wixon

FABRICATION SECTION

WOJG Oliver Church

AIR FRAME SECTION

CWO Henry L. Gagne

POWER PLANT SECTION

WOJG Luther A. Boone

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 October - 31 October

1953

Eugene A. Sway

EUGENE A. SWAY
Major, USAF
Commander

Howard O. Egge

HOWARD O. EGGE
1st Lt, USAF
Historical Officer

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/2C James C. Price

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CHRONOLOGY

1. Major Samuelson and Major Sway returned, upon completion of K-Series School.

2. New Officer personnel assigned: 1st Lt. Howard O. Egge and Captain David Blakely

3. Conversion of Building 1206 (A & E Shops)

4. MTD Program in full swing.

5. Continued preparation for B-47 aircraft.

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ORGANIZATION

The following is a list of key personnel of this organization.

Lt. Colonel Vernon K. Gammack	Squadron Commander (TDY School)
Major Jesse L. McNeill	Acting Squadron Commander
1st Lt. William C. Colvin	Adjutant
Major Eugene A. Sway	Maintenance Supervisor
Captain Charles T. Foster	Electronics Officer
Captain William W. MacConnell	Supply Officer

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PERSONNEL AND ADMINISTRATION

Strength accounting figures of the 308th Armament and Electronics Maintenance Squadron for the month of October 1953 reveals a gain of one officer and the loss of five airmen. This result is viewed upon a comparison of the Morning Report Strength figures of 30 September 1953 and those of 31 October 1953.

	ASSIGNED AS OF 30 SEPTEMBER 1953	ASSIGNED AS OF 31 OCTOBER 1953
Officers	9	10
Airmen	180	175

OFFICER PERSONNEL:

The turnover of officer personnel was a gain of three officers and a loss of two. First Lieutenant Howard O. Egge was assigned and joined to this organization 2 October 1953, coming from the Second Armament and Electronics Maintenance Squadron, Second Bombardment Wing M, this Base.

Captain Vernon C. Rice was assigned 12 October 1953 from Headquarters 804th Air Base Group, this Base. His stay was short as he was reassigned to the Second Armament and Electronics Maintenance Squadron four days later.

Captain David A. Blakely was assigned and joined to this organization 14 October 1953 from 3380th Technical Training Wing (ATRC) Keesler Air Force Base, Mississippi. Captain Blakely is at present preforming duty of the Assistant Flight Line Maintenance OIC.

During the early part of the month Major Sway and Major Samuelson returned from Lowry Air Force Base, Colorado upon their completion of a course of K-Series Training for officers.

Major McNeill, who was acting Commander, was reassigned to Headquarters 38th Air Division, this Base, 26 October 1953. Major McNeill's position or

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Acting Commander in the absence of our Commander, Lt. Colonel Vernon K. Cammack, who is at present in school, was replaced by Major Eugene A. Sway.

AIRMEN PERSONNEL:

The turnover of airmen for the month stands as follows: 16 Airmen were gained and 21 were lost. The gains were to the Intricate Equipment Maintenance Section - three, radar - two radio - ten and Turret Section - one. The losses were divided as follows: Nine men were separated from service by reason of Air Force Regulation 39-14; one man was separated by reason of a hardship discharge, one was separated upon expiration of his term of service. One Camera Repair Supervisor was re-assigned to Lockborne, Ohio, five men were reassigned to FEAF, three men in the 471 career field were reassigned to the 308th Field Maintenance Squadron and one man was reassigned to Sheppard Air Force Base, Texas.

During the month 21 airmen had their duty AFSC's changed due to the awarding of new duties and the new training requirement for our new aircraft. Due to their completion of OJT and career field changes, 13 airmen had their primary AFSC's changed.

Three airmen returned to this organization during the month upon completion of formal training.

Promotions, an ever present encouragement for all personnel, were gained by the squadron in the following capacities in October: Five a/3c to A/2C; three A/2C to A/1C, and three A/1C to S/Sgt.

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MAINTENANCE

MAINTENANCE SUPERVISION:

During the month of October the 308th Armament and Electronics Maintenance Section accomplished extensive changes in converting hanger space and re training personnel for the new aircraft.

The Maintenance Supervisor and six NCO's departed this station for two weeks at MacDill Air Force Base, Florida for training in various phases of B-47 maintenance.

During the month Captain Blakely and 1st Lt. Egge were assigned to this organization as maintenance officers, and six airmen were lost from this section due to the early release program.

Numerous work orders have been processed for work and materials concerning maintenance of B-47 and KC-97 aircraft.

Conversion of building #1206 (A&E Shops) has been completed for various sections.

Tech Supply has been relocated and both Flight Line and Field Maintenance were allotted larger working areas. Following this same pattern civilian field engineers were also given more space.

Two airmen, both NCO's, have been assigned the duty of training and records NCO's. They are responsible for the various types of training needed in the maintenance of B-47 and KC-97 ground training.

Unit Control has been relocated closer to the Flight Line Branch near the middle of the hangar. This move provides a centralized location for all personnel having contact with Line Maintenance.

One additional man was assigned to the administrative office from Flight Line Radar Section to perform duty as a clerk, for the purpose of re

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relieving the shortage of clerk typists. One assigned airman was TDY to Base Recruiting and Processing Section during the month.

Classes are being conducted by the M.T.D. Unit in Navigation, Communication, Bomb Release and we are furnishing personnel to fill these quotas. WOJG Cox has been assigned the duties of OIC of T.O. Inspection Section and Special Projects.

The Maintenance Supervisor was assigned additional temporary duty as Squadron Commander in the absence of Lt. Colonel Cammack, who is at school.

PRODUCTION CONTROLSECTION:

During the month of October the Unit Control Branch supervised the required maintenance on all aircraft assigned the Wing. All other A & E work was also controlled by the Unit Control Branch.

The Control Room was relocated to facilitate closer supervision of the work. This was accomplished through many hours of overtime, but is believed to be a time saver in the future.

Acceptance checks on eight KC-97 aircraft arriving during the month were supervised by the Control Branch. Thisbrings our aircraft total to twenty-one KC-97's.

FIELD MAINTENANCE SECTION:

The majority of Field Maintenance's time was expended through blanket work orders on house-keeping functions concerned with utilizing new working areas and meeting ECL requirements. This included erecting wall panels in Radio, painting in all shops, placing light fixtures, construction of mock-ups and mock-up boxes, fabrication of mock-up cables, and construction of storage bins.

Test Equipment section moved into it's new area and completed work

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benches and storage bins. When wiring is completed, this shop will be ready to perform maintenance. In accordance with plans to act in a distributive capacity for Field Maintenance Branch's 17-C equipment, approximately fifty percent new ECL test sets were received from supply. A loan system was devised for checking out to the various shops all test equipment not directly tied to their mock-ups. This was done to insure that parts and connectors are kept with equipment and to allow for uniform inspection under TO 16-180.

Regarding status of mock-ups, all antennas and approximately fifty percent of black boxes for APS 23 have been received. Nothing yet on computers and cables, the latter being on back-order. AIO refinished the "K" room and placed outlets for mock-up wiring. Approximately sixty five percent of "K" System test equipment was received by Test Equipment Shop.

APN-9	mock-up	Completed
SCR-718	mock-up	Completed
APX-6	mock-up	Completed
APN-12	mock-up	Forty percent complete
APN-1	mock-up	Twenty percent complete
APS-42	mock-up	Ten percent complete All cables, fabricated
APN-11	mock-up	Five percent complete Antenna and control box rec.
APG-32	mock-up	Ninety percent complete Missing cable and connectors.
APN-68	mock-up	No equipment received
ARC-27	mock-up	Seventy five percent complete Plug and mack missing.
ARN-6	m ock-up	Forty percent complete
AIC-8	mock-up	Fifteen percent complete
AIC-10	mock-up	Thirty percent complete
ARN-14	mock-up	Seventy five percent complete
ARN-18	mock-up	Fifteen percent complete
F-1 Auto-Pilot	Mock-up	Ninety percent complete
A-12	mock-up	Parts received but not installed

Equipment work orders during the month were confined solely to Radio which received RC-97 equipment for the first time.

Wiring for 60 cycel 115 vac is yet to be accomplished, awaiting installation of junction boxes by AIO.

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FLIGHT LINE MAINTENANCE SECTION:

During the month of October the Flight Line Maintenance Section relocated all maintenance activities, enlarging the various shops to meet B-47 conversion requirements.

Mock-ups and mobility kits for bench testing equipment are being assembled by all sections and a work order for the manufacture of work benches has been submitted.

Key personnel were sent to MacDill Air Force Base, Florida for orientation in Armament and Electronics Maintenance procedures and policies pertaining to B-47 type aircraft. The training program planning has all Flight Line personnel scheduled for MTD Training.

During the month three airmen were sent to Keesler Air Force Base, Mississippi for AN/APN-11 training.

Captain Blakely was assigned as Flight Line Maintenance assistant OIC.

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SUPPLY SECTION

Supplies pertient to the conversion continued to arrive at a steady rate during the month of October. Storage space for the incoming equipment became scarce because the previous area allocated was set-up and planned for the use of B-29 aircraft. In preparation for the new aircraft our present area proved to be inadequate and the entire section needed a change of arrangement to increase our efficiency.

On the 20th of the month the Supply Section was directed to move from its old quarters into its new permanently assigned location. Thus combining the shop stock branch and pre issue branch all into one large consolidated area.

This consolidation of Shop Stock, Pre issue and Tech Supply has already proved its merits in many labor and time saving steps each day. The entire move was accomplished within two days and functioning fully in the issue of supply, Shop Stock and Preissue items to their users.

The Supply Section, during the month, issued to the using sections, test equipment and mock-ups, which have been received to date for the necessary maintenance of newly assigned aircraft.

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HEADQUARTERS
308TH TROOPCARRIER WING
[illegible] AIR FORCE BASE
SAVANNAH, GEORGIA

19

PERIODICAL REPORT FOR THE MONTH OF

OCTOBER 1953

Prepared by

JAMES W. POLLARD
1st Lt., USAF(ORD)

APPROVED: [signature]
DONALD P. [illegible]
Major, USAF(ORD)
Commanding

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Chapter I

MISSION

The primary mission of the [illegible] Medical Group is to provide and operate such medical facilities as may be required to maintain the greatest effective man power potential of the [illegible] Bombardment Wing, assigned strength in order to insure the accomplishment of the assigned mission.

The secondary mission is to provide total medical service to military and dependent personnel assigned to Walker Air Force Base, Roswell in the operation of the fixed medical facility.

Chapter II

ORGANIZATION AND DESIGNATION

The [illegible] Medical Group is organized under T/O 1-[illegible], Department of the Air Force, dated 1 January 1951, with personnel strength of One Thousand Part II AF, Four Hundred Part II AF, One Hundred Part II AF and One Hundred Part II AF, for a total strength of [illegible] officer and [illegible] airmen. Officer strength is broken down as follows:

Medical Corps - [illegible]
Dental Corps - Three
Medical Service Corps - Four
AF Nurse Corps - [illegible]
Veterinary Corps - [illegible]

The medical group is a composite organization designed to provide tactical medical support for the Wing or any airborne or supporting units are operating, as well as medical support at home base for combat units, support units and related personnel.

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The controlling unit of the Tactical Aerial Support Element is the Wing Surgeon's Unit (Part II AE, T/O 1-02.) of the Tactical Medical Support Headquarters. This unit consists of the Wing Surgeon and three medical airmen and will accompany the Wing headquarters to provide staff assistance and medical support to the wing service.

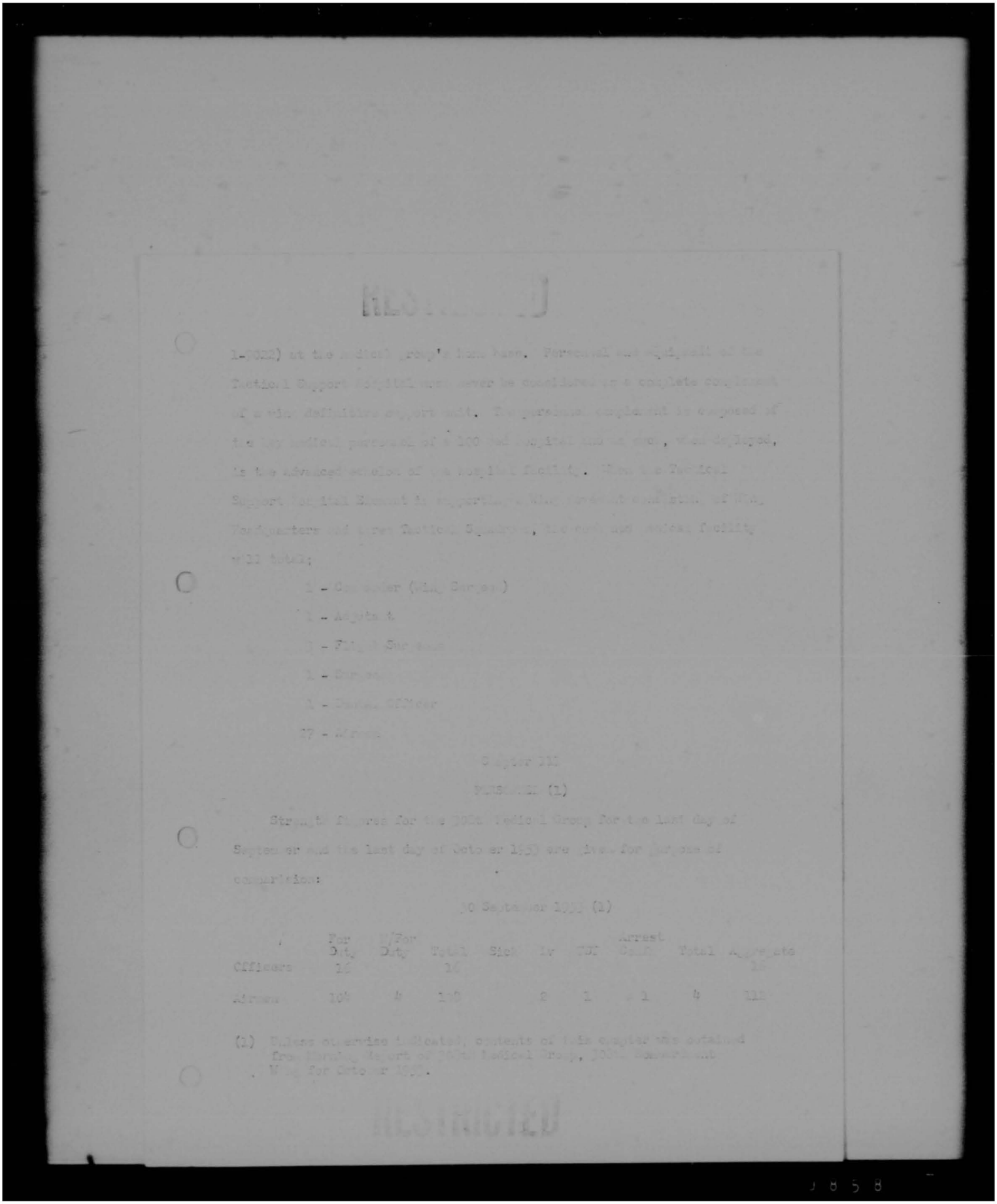
The basic medical support unit capable of providing primary medical service to a deployed squadron or equivalent unit is the Tactical Medical Support Element (Part II AE, T/O 1-[illegible]). The normal composition of this unit is one Flight Surgeon and three medical airmen. This element will accompany the squadron or equivalent unit to provide: (1) Preventive medicine directed toward controlling unit personnel losses; (2) Aviation medicine directed toward the balance of operational efficiency of both personnel and equipment; (3) Clinical medicine directed toward primary treatment and disposition of casualties including the prevention of secondary casualties among unit related personnel.

The Tactical Support Platoon (Part II AE, T/O 1-002) consists of three officers, fifteen airmen, and equipment for the "Military, Medical (35 bed), Air Transportable". The personnel are the minimum required for operation of the facilities provided in all phases of the Tactical Medical Support operations. Whenever the workload of this unit is beyond the capacities of this platoon required, the whole personnel of the Squadron Tactical Medical Support Element, or, if necessary, a detachment or required personnel from the 100 bed Medical Element (Part II A., T/O

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31 October 1951 ()

	For Duty	/For Duty	Total	Sta			Arrivals Other	Total	Aggregate
Officers	1½	1	1½						1½
Airmen	1		1	1	4	2	1	8	9

1st Lt Boyd, the Medical Supply Officer, was released from active duty after he completed his required tour of service. This loss will more acute the shortage of officers with the supply and administrative fields. At present the Medical Corps, used but to this use, also has a shortage of officer personnel in these fields. Information from Headquarters, Second Air Force, indicates that requisitions have been placed to USAF for two Medical Supply officers to be assigned to this base, to month of January 1952 (). It is not known when these officers are assigned to the base, nor will they be utilized to fill a shortage in this Corps.

The Dental Officer, Capt [illegible], was released from active duty during the month. His officer had completed the required [illegible] of active duty under PL 51, 82d Congress. This has left us a shortage of dental officers to man the Corps. Two dental officers, recently in the Treasurer of the 5th Air Division, will be reassigned to this Corps within the next 30 days. [illegible] will have a total of three dental officers.

Action has been initiated to request the Medical Corps Officer for the Medical Corps to the fifth location Corps. This will give us the total assigned to five. One of these officers will be an Internist to [illegible] qualified will be required. This will extend requirement to the 5/C.

() Monthly Report, 700th Med Gp, 5th Base Wing, 30 Sep 51
() Monthly Report, 700th Med Gp, 5th Base Wing, 31 Oct 51
() Ltr, Hq USAF, DPPM 210.1, Subj: Officer Personnel Requisition, dtd 22 Oct 51.

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Fifteen airmen were separated from the service under the early release of airmen program (1). One airman was retired, one from the 3908th Food Service Squadron and two from the 3908th Air Base Group. Airmen strength at the end of the month was 95 which is one over the authorized. Effective [illegible] was lowered due to the release of airmen on the early-out program but replacements in certain medical fields will be received from the ranks of the Medical Corps.

One Air Force nurse was promoted to the grade of 1st Lt; one airman to the grade of A/1c and five airmen were promoted to the grade of A/2c during the month.

No civilian personnel employed.

Chapter IV

Medical

During the month operations at the unit were centered around the operation of the fixed medical facility at Hunter Air Force Base, Savannah, Georgia. The USAF Hospital, at this base, is operating 125 active beds and affords inpatient and outpatient treatment facilities for base military personnel assigned to the 3908th Air Base Group, 2d Ferrying Wing, 3908th Recovery and Processing, and other specified units. Full medical care is afforded dependents of military personnel and locally restricted dependents of other military personnel. At present two hospital wards are in operation. Three of these wards are for medical and surgical military patients; one ward for convalescent military patients; one ward for medical and surgical dependent patients and one obstetrical ward. At the end of the reporting period, 79 of the operating beds were occupied, 45 of which were

(1) Reg. No. USAF, AFPTP 3 AL-1-DCS Pers/DC, dtd 28 Sep 49 and AFR 39-4b.

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military patients and 38 were dependent patients (1). During October 1950 the obstetrical service handled 32 deliveries. The out-patient serv ce completed 420 complete physical examinations, 5018 examinations of v rious types, and rendered 7721 treatments on the dispensary and clinical services to military personnel and their de pendents (2). Sick call for t e tactical squadron is the responsibility of the flight surgeon. The manner of handling sick call for flying personnel results in a small number of the local flying personnel in both screened and treated.

Chapter V

Training

The military or general training of the MAG was carried out under the provisions of AAF Regulation 50-5 and AAF Training Circular -, 5 January 19 , Individual Military Training. Technical training in the various specialties was carried out during practice periods and the assignment of personnel to duties in departments and/or sections within the organizational structure of the fixed medical facility. Special emphasis is placed upon the qualification and progressive training of personnel assigned to the Tactical Support Elements of the organization.

A pilot flying safety officer was utilized to determine that all personnel possessed required items of GI-1 and that such items met accepted Air Force standards. Group lectures on Character Guidance for all personnel were conducted by the Base Chaplain. Personnel not previously trained,

(1) Beds and Patients Report, MCS: AF-2C, USAF Hospital, Hunter AFB, Ga for month of October 1950.
(2) Out-Patient Report, MCS: AF-2C, USAF Hospital, Hunter AF , Ga for month of October 1950.

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received Phase I of the S.O Security Indoctrination Program. All Personnel
were given a lecture on available materials covered under Phase II
of the program.

In addition to the daily and forth Saturday morning inspection of
air raid barrier, a personal inspection is made and conducted by the
Group Commander.

Chapter IX

[redacted]

With the exception of the remarks of the Group Commander
during the daily inspections of technical, flight equipment and personnel
groups, there were no other lectures given during the month, without
equipment of the first echelon or other units in the vicinity.

The [redacted] were [redacted] during the month,
[redacted], of [redacted] were transferred. Those with the expiration term of
service of duty set for the future [redacted] were [redacted] to
re-enlist of the unit be eventually assigned. It is the [redacted]
order that this method exist.

Chapter VII

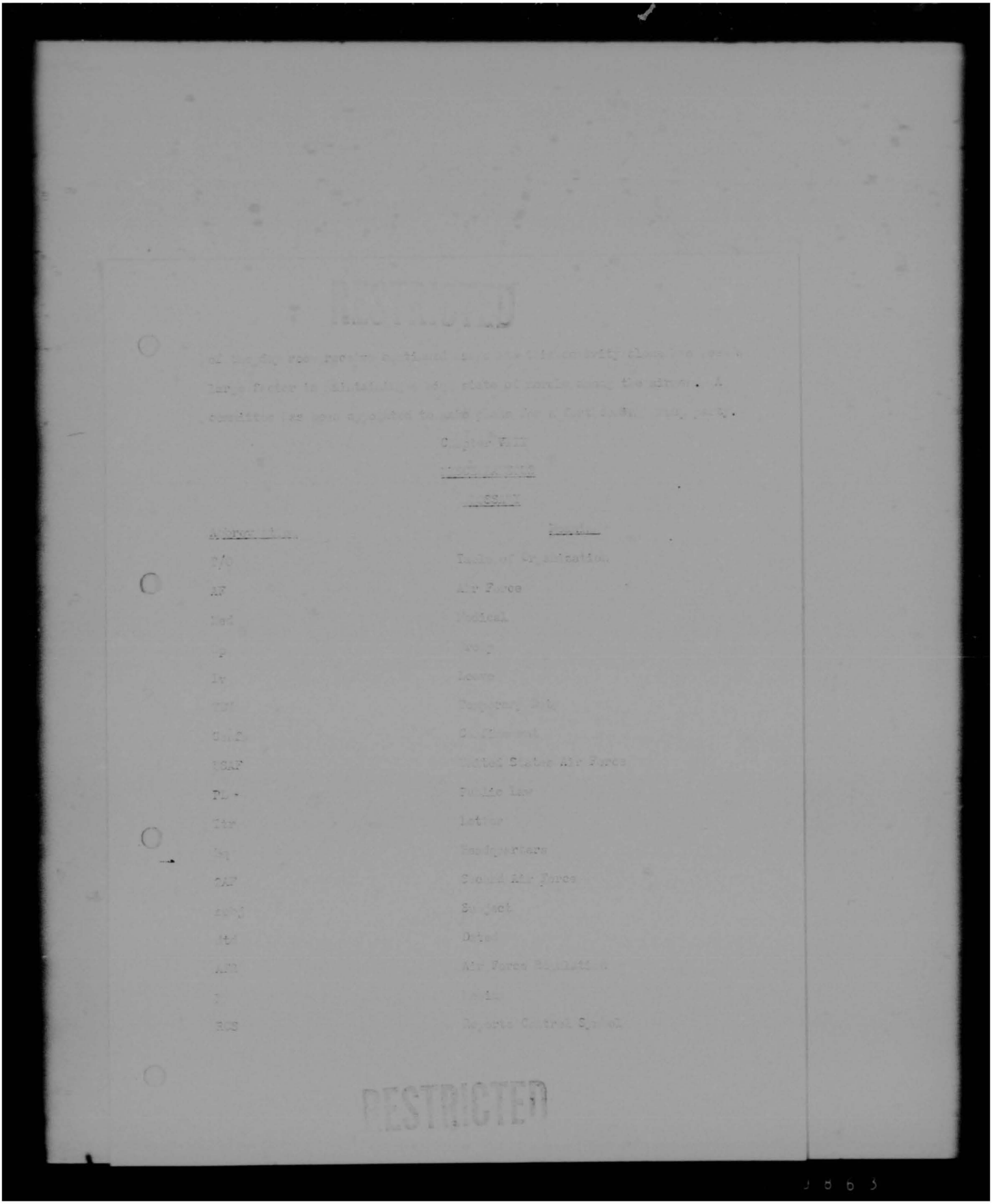
[redacted]

[redacted]. With the loss of [redacted] the [redacted], experienced [redacted]
to the [redacted] service has been reduced. Furthermore, [redacted]
active in their work of [redacted] have [redacted] the [redacted]
[redacted], the [redacted] of [redacted] to [redacted]. [redacted]

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Abbreviation	Means
AFB	Air Force Base
SAC	Strategic Air Command
P.C.S.	Permanent Change of Station
Sec	Section
Pe	Passage
A/C	Aviation Cadet, Officer
Tech	Technician
Spec	Specialist

B. Biography

Morning Reports of the 2509th Medical Group, [illegible] for 19 September 1953 and for each day of October 1953.

Ltr, Hq SAF, [illegible], subj: Officer Personnel Requirements, dtd 27 Oct 53.

Mem, Hq USAF to All AFOAC Sta [illegible], dtd 19 Sep 53, subj: AFR 35-13

Data and Points to Report, MCD: AF-3, USAF Hospital, Foster AFB, Tex, for month of October 1953

Cut-Off and Report, MCD: AF-3, USAF Hospital, Foster AFB, Tex, for month of October 1953

Section III, TI 8-, TI Overview

Ltr, Hq USAF, AFOSI-2C AE 37[illegible], dtd 21 Sep 53, subj: [illegible], AFOSI-2C AF 9-2, and 1st Ind, Hq USAF, AFOSI-2C, dtd 30 Sep 53

Key Personnel

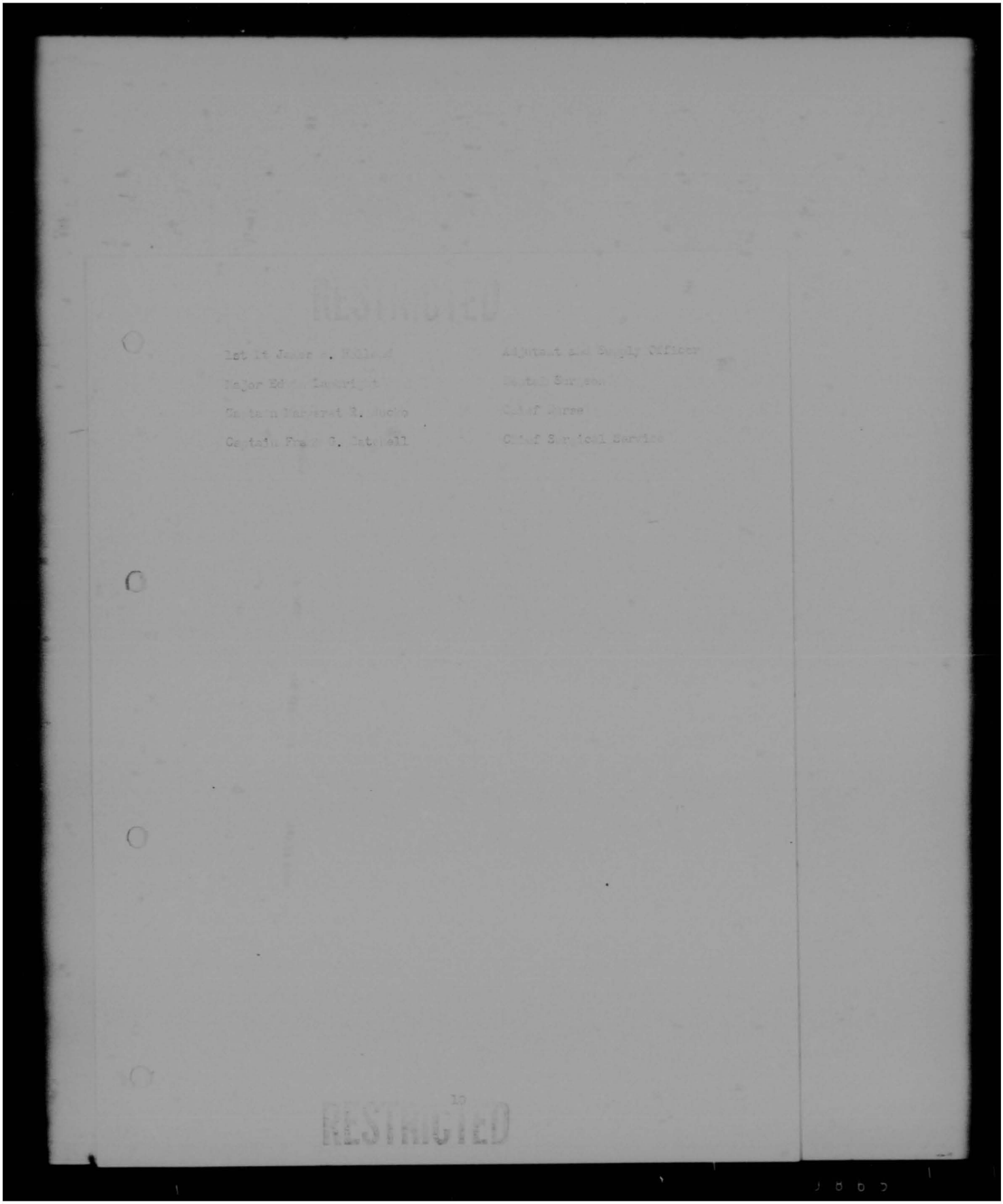
The following key personnel of the 2509th Medical Group, AFB, Texas, as of October 1953:

Major Donald [illegible] Bennett	Commander and Flight Surgeon
Major Roy N. Peterson	Deputy Commander

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ATTACHMENT I

Personnel (1)

Incoming Personnel (T. C. S.)

One airman from 504th Fwd Service Squadron, this base:

Wiles, . C. S/S t Mess Supervisor

One airman from 504th Air Base Group, this base:

Fadley, Stuart D. A/2c Medical Adjustment

Discharge and Separations from the Service

Released from active duty upon completion of term of A S under provisions of Sec III, Pl 78, 80d Congress, Section 10, AFR 35-62 and Par 9q USAF AFCIN-20 M 8760, 3rd CG Oct 1950): one officer:

Edwards, John W., Jr. Captain Dental Corps

Released from active duty upon completion of term of AFS under provisions of AFR 35-17 and Par 9q USAF, AFCIN-20 M 8760, dtd 21 September 1950), one officer:

Boyd, John P. 1st Lt Medical Service Corps

Separated from the service under provisions of AR , Par USAF, AFR P ,
AFR 1000 35-1/2, 3rd 21 September 1950, Section A, Category I, and AFR
35-13, 19 airmen:

Carlson, Victor T. S/S t Printing Tech

Chamberlain, John W. S/S t Dental Tech

Dulin, Donald W. A/2c Asst Medical Tech

Fenton, Arthur E. A/2c Medical Tech

(1) All data for this publication obtained from Locator Reports, 504th Medical Group, 504th Base Hqs. for October 1950

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Hrlic, John A.	A/1c	Medical Tech
Fedelen, Lawrence W.	A/1c	Medical Material Spec
McCormick, Earl L.	A/1c	Medical Tech
Oliver, John A.	A/1c	Medical Tech
Schofield, Kenneth L.	A/1c	Medical Administrative Spec
Brown, David L.	A/1c	Pharmacy Tech
Wheate, Billy W.	A/1c	Medical Administrative Spec
Zaloff, Raphael D.	A/1c	Pharmacy Tech
Crevis, [illegible] C.	A/2c	Cook
Howard, Gerald [illegible]	A/1c	Aero-Medical Tech
Winterstorf, Peter [illegible]	A/2c	Cook

Promotion

Promoted from A/1c to Sgt 44, and Officer:

O'Connor, Leslie T., YMCP(AA)

Promoted from A/2c to A/1c, Fire Fighter:

Tapp, Carl T.

Promoted from A/1c to A/2c, Fire Fighter:

Trudeau, Maurice

Dozier, Eli T.

Harper, Leslie D.

Horan, Robert T.

Wright, Virgil

( )

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HISTORY

NOVEMBER 1953





308TH BOMB. WING (M) JET

HUNTER
AIR FORCE BASE
SAVANNAH, GEORGIA
STRATEGIC
AIR COMMAND

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COVER: Side view of new airmen dormitories. The completion of these dormitories was considered the most important event in November for the 308th Bomb Wing. Photographs of two officers encircled were largely responsible for the smooth move of units of the 308th into these dormitories. Upper right: Colonel Ralph C. Jenkins, Director of Materiel, Lower left: Major Eaton A. Gorelangton, Facilities Planning Officer.

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HISTORY

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Auth: CO 308th Bomb Wg
30 Dec 53 Date
Int.

OF

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

— FOR —

November 1953

M. A. PRESTON
Colonel, USAF
COMMANDER

Organizations Assigned

308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Rflg Sq
308th Fld Maint Sq
308th Per Maint Sq
308th AAE Maint Sq
308th Medical Group

CHARLES R. NELSON
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY S/Sgt John Sonovich

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

1 November - Twenty Observers ordered to Pinecastle Air Force Base, Florida for Phase II of Observer Training.

2 November - Colonel Preston attended a Commanders conference at Lockbourne Air Force Base, Ohio.

3 November - Reorganization of 308th Bomb Wing to B-47 aircraft completed by the Comptroller Section.

4 November - First In-Flight Refueling mission flown by 308th Air Refueling Squadron.

7 November - Major Sway, 308th Armament & Electronics Maintenance Supervisor, attended a conference at SAC Headquarters concerning revision of current Equipment Component List.

16 November - Fifteen Observers ordered to Pinecastle Air Force Base, Florida for Phase II of Observer Training.

17 November - Colonel John F. Batjer, Deputy Wing Commander, returned for duty from B-47 CCTS at Pinecastle.

18 November - Personnel of the 308th Air Refueling Squadron and 308th Field Maintenance Squadron moved into new airmen dormitories.

24 November - Colonel Preston visited Oklahoma City Air Materiel Area at Tinker Air Force Base, Oklahoma.

SAC message IGISB 42937 received announcing new procedures concerning classified material.

25 November - Radio Operators Information file published by 308th Director of Operations

Colonel James H. Thompson, Director of Operations and Colonel Ralph C. Jenkins, Director of Materiel, reported to Pinecastle for B-47 CCTS.

26 November - Thanksgiving Day observed as a holiday.

27 November - Wing Regulation 174-1 published.

308th Alert Notification Plan tested.

30 November - 341:25 hours flown by 308th Wing during November.

Eighty per cent of Unit Essential Equipment on hand.

Twenty-two aircraft assigned the wing.

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CHAPTER I
ORGANIZATION AND ADMINISTRATION

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ORGANIZATION

On the second of November Colonel M. A. Preston departed this station to attend a Second Air Force Commanders Conference at Lockbourne Air Force Base, Ohio. Colonel James H. Thompson assumned command of the wing. 1 / 2 / Colonel Preston returned from his TDY and reassumned command of the wing on 4 November 1953. 3 /

Colonel John F. Batjer, Deputy Wing Commander, TDY attending B-47 CCTs at Pinecastle Air Force Base, Florida, since early October returned for duty on 17 November. 4 / 5 /

On 24 November 1953, Colonel Preston went to Tinker Air Force Base, Oklahoma, to review first hand the operations of the Oklahoma City Air Materiel Area (OCAMA) depot. 6 / This was made possible by an agreement between Headquarters Strategic Air Command (SAC) and Headquarters Air Materiel Command (AMC). The purpose of this tour was to show Wing Commanders, presently in, or those that will be in, the B-47 program the entire physical plant, pointing out exactly how the supply system works, requisitioning procedures, package and shipping methods and many other interesting facts in the logistics operation of the depot. During his TDY Colonel Batjer assumned command. 7 / On 25 November Colonel Preston reassumned command. 8 /

1 / 308Bw, SO 52 dtd 2 Nov 1953 (Exhibit 1)
2 / 308Bw, SO 54 dtd 3 Nov 1953 (Exhibit 2)
3 / 308Bw, SO 55 dtd 4 Nov 1953 (Exhibit 3)
4 / Biography, Colonel John F. Batjer (Exhibit 4)
5 / Portrait, Colonel John F. Batjer (Exhibit 5)
6 / SAC msg DO 41806 dtd 18 Nov 1953, Subj: Tour of OCAMA
7 / 308Bw, SO 56 dtd 24 Nov 1953 (Exhibit 6)
8 / 308Bw, SO 57 dtd 25 Nov 1953 (Exhibit 7)

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As a result of the departure of Colonel James H. Thompson, Director of Operations and Colonel Ralph C. Jenkins, Director of Materiel, to attend B-47 COTS at Pinecastle two changes resulted in key personnel. Lt. Colonel Francis A. Winget was assigned duty as Director of Operations while Lt. Colonel Henry M. Hudson assumed the duties of Director of Materiel. 9 /

Approximately 1100 hours, 27 November, the 308th Wing put into effect for the first time its Alert Notification Plan. Aside from the normal difficulty to be expected in an initial test, it proved a success. 10 /

9 / 308BW, GO 58 dtd 25 Nov 1953 (Exhibit 8)
10 / Log of Test Execution (308BW Alert Notification Plan)(Exhibit 9)

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ADMINISTRATION

From an administrative viewpoint, November was a busy period in comparison with the past three months.

A TWX was received from Headquarters SAC announcing abolition of the restricted category effective 15 December 1953. This message was reproduced by the adjutant's section and distributed to all Squadron and Directorates for information and necessary action. 11 /

The large number of 308th officers TDY attending B-47 transition and the large quota of officer details given this wing necessitated revision of Wing Policy Letter No. 2. 12 / The revised policy, which makes more officers eligible for Airdrome Officer and Senior Duty Officer, should spread these extra duties more equitably.

The Adjutant's Section published Wing Regulation 174-1 on 27 November regarding coordination and preparation of Operational Readiness Reports. 13 /

On 17 November 1953, the wing was pleased to receive a letter of appreciation sent thru channels from the 3510th M & S Group at Randolph Air Force Base, Texas. For the period 27 July through 10 September the 308th Wing transferred 13 B-29 aircraft to Randolph, which aided them in their program. Particular appreciation of the work by maintenance people of our wing was expressed. Although four individuals were mentioned by name in this letter, credit is due to all maintenance and supply activities. 14 /

11 / SAC msg IHIAS 42937 dtd 24 Nov 1953 (Exhibit 10)
12 / 308BW Policy Ltr No. 2 dtd 14 Nov 1953 (Exhibit 11)
13 / 308BW Reg 174-1 dtd 27 Nov 1953 (Exhibit 12)
14 / S/L fr 3510 M & S Gp, Randolph AFB, Texas w/5 indorsements (Exhibit 13)

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Lt. Colonel Ralph Schneck, Commander, 308th Field Maintenance Squadron recommended an amendment to Wing Regulation 205-3, allowing more maintenance people to have access to our aircraft. This was not favorably considered. 15 /

During the 308th Bombardment Wing's TDY to North Africa in February March and April of 1953 a news correspondent from the Saturday Evening Post was given permission to write a story on the movement of the 308th from its home station to its TDY station. He accompanied one of our crews on a mission and was given a general idea of wing operations. His article appeared in the Saturday Evening Post's 24 October 1953 edition. 16 /

After careful planning, the Comptroller Section devised and published a pamphlet documenting reorganization of the 308th Bomb Wing as a B-47 unit. This pamphlet had two purposes: to consolidate presentation of the General Plan as it applies to this wing and to provide a source of information to other units expecting reorganization. 17 /

15 / D/F fr Cmdr, 308 Fld Maint Sq dtd 20 Nov 1953 w Comment #2 fr 308 Wg Exec Off dtd 27 Nov 1953, Subj: Recommend Amend to Wing Reg 205-3 (Exhibit 14)
16 / 308th Bomb Wg TDY story by Sat. Evening Post (24 Oct 1953 Edition) (Exhibit 15)
17 / 308th Bomb Wg Reorganization Plan 1953 (Exhibit 16)

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CHAPTER

II

PERSONNEL

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PARSONNEL

Officers constituting the key personnel of the Office of the Directorate of Personnel, 308th Bombardment Wing, Jet (M) were as follows:

Major John M. Kirklin, Director of Personnel

Captain James O. Caton, Deputy Director of Personnel

1/Lt Clayton L. Crabbe, Classification & Assignment Officer

2/Lt William S. Morse, Personnel Officer

A total of four officers and seven airmen were assigned to the Directorate of Personnel during the month of November 1953.

During the month of November emphasis was placed on directed duty assignment pilots who were not performing primary duty as pilot. [18] The Wing had six directed duty assignment pilots in various positions throughout the Wing which have subsequently been reassigned to the Air Refueling Squadron. An extensive study was conducted and approval from higher headquarters was obtained to utilize the directed duty assignment pilots as third pilots on KC-97 crews, which would allow these young pilots to increase their total pilot time. The plan is to eventually qualify the directed duty pilots for co-pilot duty on Air Refueling crews, thus releasing the more experienced pilots for aircraft commander slots in Air Refueling or co-pilot positions within the Wing.

[18] / 2nd msg 2AFG 1399 dtd 12 Nov 1953

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During November six instructor pilots in B-47 aircraft were assigned to the Wing. The officers were assigned from the 306th Bombardment Wing, MacDill AFB, Florida, and are designated as Instructor team. All officers are Pilot AOB types except one. These officers will be responsible for checking out the 308th Bomb Wing B-47 crew members.

The month of November showed the final increments of personnel being sent to Pinecastle to commence transition in the B-47 aircraft. 19 / The composition of the crews sent to Pinecastle were of staff variety, consisting of Colonel J. H. Thompson, Director of Operations; Colonel Ralph C. Jordan, Director of Materiel; Major Coyd V. Wakeman, Commander, 375th Bombardment Squadron; Major Mayron A. Rowe, Operations Officer, 373d Bombardment Squadron and Major Cecil H. Dawkins, Officer In Charge (OIC) Wing Flight Review Board.

Thirty-five observers were also sent for Phase II of the Observer training conducted at Pinecastle AFB, Florida, during the month of November. 20 / Twenty began the month by reporting to Pinecastle on 1 November and fifteen reported to Pinecastle on 16 November 1953. There was only one real "slip-up" during this complete training program. It resulted in the non-attendance of one observer at the 16 November class. The observer was erroneously sent to advanced survival prior to his orders being issued for Observer Training

19 / 2AF msg 2AFPBB 2518 dtd 20 Jul 1953 & 2AF msg 2AFPBB 3220 dtd 25 Sep 1953. Subj: B-47 Training Schedule for 308th Bm Wg.
20 / 2AF msg 2AFPBB 0482 dtd 4 Nov 1953 & 2AF msg 2AFPBB 3597 dtd 29 Sep 1953, Subj: B-47 Training Schedule for 308th Bm Wg.

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A message was received from Second Air Force regarding promotion procedures. 21/ Second Air Force has set up a definite policy in regard to officers being released from active duty who were submitted on any roster as being eligible for promotion. A report must be forwarded to higher headquarters within 24 hours after the effective date of release from active duty of the officer concerned. The new policy also established a means whereby an officer reported as being eligible for promotion, who gets into trouble deemed bad enough, can be reported to higher headquarters, this name will then be deleted from the promotion roster.

Certain career fields remained short during the month. A requirement for qualified Photo Interpretors became critical during the month due to the loss of one officer in this field via his normal date of separation. This requirement should be fulfilled within the near future. The Wing still has a requirement for qualified officers in the Munitions or Special Weapons career field. This requirement is of major interest because the Wing will be receiving its new aircraft in the very near future. The Armament Systems career field remained hovering around the critical point. The Wing has authorization for eight and has presently assigned four. This career field should improve in the next few months due to known inputs.

21/ 2AF msg 2AFPM-31 1703 dtd 10 Nov 1953, Subj: Rpt of Off rel'd fr [illegible]

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The Air Refueling Squadron during the month of November continued to expand. At the end of October, the Squadron had assigned 71 officers and 253 airmen and by the end of November the personnel strength had increased to 84 officers and 274 airmen. It must be noted that the Air Refueling Squadron is one officer short of being at full authorization and is presently 45 airmen over the Squadron authorization of 229. The increase of officers occurred because of the assignment to that squadron of all directed duty assignment pilots scattered throughout the Wing. The Air Refueling Squadron had two more Aircraft Commanders complete Heavy Transport Training Unit at West Palm Beach, Florida during the month.

MANNING

Officers: Body manning for November within the Wing remained the same as last month, 96%; effective manning increased to 87%. Shortages in technical career fields, such as Photo Interpretors and Armament Systems prohibited the Wing from reaching a perfect level of effective manning. 22 /

Airmen: Body manning for the month of November increased to 101%, compared to October's 95%, and effective manning decreased to 40% as compared to 42% in October. 23 / Low effective manning rate was caused by the comparatively new T/O authorization for supervisory personnel which the Wing is incapable of filling. For example, the the Bomb Navigation Systems career field the Wing is only 23% bodily manned and only 4 % effectively manned. Technically qualified personnel of this type will have to be furnished to the Wing before a marked increase in effective manning can be accomplished.

22 / Personnel Status Report for November 1953
23 / "Ibid"

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Manning in critical career fields was as follows: 24 /

Career Field	Body Manning	Effective Manning
Intelligence	79%	36%
Bomb Navigation Systems	23%	4%
Gun Laying Systems	209%	17%
Intricate Instructor Repair-men	51%	35%
Aircraft Maintenance Field	113%	36%

Authorized and assigned Personnel as of 30 November 1953 25 /

Unit	Officers Authorized	Officers Assigned	Airmen Authorized	Airmen Assigned
308th Hq Sq	45	56	106	121
308th Air Rflg Sq	85	84	229	274
373d Bomb Squadron	66	62	106	145
374th Bomb Squadron	66	67	106	126
375th Bomb Squadron	66	59	106	128
308th A & E Maint Sq	13	8	337	203
308th Fld Maint Sq	7	8	349	369
308th Periodic Maint Sq	5	4	181	168
308th Medical Group	27	17	98	96
	380	365	1618	1533

The Comptroller completed their Personnel Statistics Chart for November 1953. 26 /

24 / Personnel Status Reports for November 1953
25 / Ibid
26 / Personnel Statistics Chart for November 1953 (Exhibit 17)

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GAINS AND LOSSES

November showed a decrease in gains and a marked decrease in losses compared with October. Total gains for the month were 177 and total losses were 78. Officers gained during the month 22; lost 17. October officers' gains and losses were 20 and 23 respectively. 27 / Airmen gained during November 155; lost 61. October airmens' gains and losses were 182 and 217 respectively. 28 / The airmen gained during the month were for the most part in the 43 career field, but at a low skill level, being recent graduates from Jet Mechanic Courses at Amarillo AFB, Texas. It should be noted that among officer personnel, the Wing is becoming more stable in each month.

CLASSIFICATION

During the month of November, Air Force Manual (AFM) 35-8, Air Force Personnel Evaluation Manual, dated 1 July 1953, was received. This manual establishes the policies and procedures for all evaluation instruments in the Air Force Personnel programs and prescribes the methods, techniques and procedures to be used.

The month of November brought about a change in the Officers and Airman Personnel Status Report. Whereas, the old type report indicated in primarily the Primary Air Force Specialty Code (PAFSC) and Duty Air Force Specialty Code (DAFSC), the new report indicates those working "in and out" of their AFSC. It is felt that this is a great improvement over the old report inasmuch as it reflects a complete and accurate picture of the actual skills possessed and being utilized.

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27 / Morning Reports for November 1953
28 / Ibid

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Aproximately 92 Second Air Force (2AF) Form 42's (Request for Reclassification) were processed in November compared to 213 for October 1953 which showed a decrease in reclassification in the Wing.

Airman Proficiency Testing for November included the following career fields; Air Traffic Control and Warning, Communications Operations, Munition and Weapons, Vehicle Maintenance, Transportation, Food Service, Personnel and Security and Law Enforcement. Secondary testing period has been scheduled for the month of December, for those airmen who were unable to attend the first session.

SCHOOLS

Officers - During the month of November, the Wing received notification that four of its officers were selected for attendance at Squadron Officers Course, Air Command and Staff School, Maxwell Air Force Base, Alabama, class starting 8 January 1954. 29 / The Wing also received one space for Primary Observer Up-grading Course #150001 at Ellington AFB, Texas, class reporting 14 November 1953. 30 / One space for staff officers Radar Bomb Indoctrination Course at Mather AFB, California, was filled by Lt. Colonel John O. Vick, Commander, 374th Bombardment Squadron, as the month came to an end. 31 /

Airmen - The month of November showed an increase in airmen going to school in a Permanent Change of Station (PCS) status. A total of 10 airmen were sent to school in a PCS status as compared with only two for the month of October. The increase can be attributed to the fact that more applications for school were approved by higher headquarters for classes commencing in November 1953.

29 / 2AF Ltr, 2AFPGB 352, Subj: Sq Off Crse, AD & SS Cl 54-A dtd 6 Nov1953
30 / 2AF Msg, 2AFPGB 0450 dtd 4 Nov 1953
31 / 2AF Ltr, 2AFPGB 352, dtd 11 Jun 1953, Subj: Radar Bom Indoc Crse

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Airmen going to school in a TDY status showed a marked decrease with only 20 airmen going to school in November as compared to a total of 49 for the month of October. The reason for the decrease can be attributed to the fact that in October the Wing received its K-Series System Mechanic Special Training Package, to which the Wing sent 32 airmen, thereby increasing the normal amount of airmen sent to school in a Temporary Duty (TDY) status as compared to normal months.

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS

Flying activities during November, though remaining at a decelerated pace, showed a slight rise over the previous month. All flying was done by the 308th Air Refueling Squadron in KC-97 aircraft. Total time accomplished was 341:25 hours. 32 /Of this 4:40 was test hops, 12:30 ferry, and the remainder devoted to training of new crews and acceptance flights on new aircraft. Base Flight and Second Bombardment Wing aircraft were used to the maximum possible extent to obtain flying time for those rated personnel in the wing not assigned to the 308th Air Refueling Squadron.

As of 30 November 1953 the 308th Bombardment Wing had no other crews scheduled for B-47 training. 33 /

PLANS

Planning was the keynote again during November and the pinnacle of the last few month's endeavors was attained during a complete briefing conducted on 13 November 1953. Those present at this briefing included the Wing Commander, Deputy Wing Commander, 308th Director of Materiel, representatives of the 38th Air Division Operations Directorate, squadron commanders, and various other key personnel of the wing. Briefing officers were members of the 308th Wing Operations Directorate and the operations officer of the 308th Air Refueling Squadron. Of primary concern was the flying schedule which would commence with the receipt of the first B-47 aircraft and continue until a state of combat readiness was attained. Two basic

32 / AF Form 1, "Acft Flt Rpt-Part I" for November 1953
33 / Chart - Status of Staff & Bomb Sq Crew Converting to B-47's (Exhibit 18)

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plans were presented for consideration of the Wing Commander and the merits of each were thoroughly expounded. Plan I took the basic requirements ordered by Second Air Force necessary to attain combat readiness for B-47 crews, and included an additional 10 per cent hourly increase. This increment in keeping with the overall 308th Bombardment Wing policy to always do more than what is absolutely required in written directives. Plan II ordered a total of 20 missions designed to give maximum proficiency for combat readiness in the shortest practicable time. As a result of the two plans outlined above, a compromise program was adopted which incorporated the outstanding features of both and written up as 308th Bombardment Wing Operations Memorandum number 51-11. 34 / This memorandum breaks the B-47 flying training program into the Basic Phase and the Advanced Phase. The Basic Phase includes 12 missions totaling 65 hours while flying as a combat crew. The Advanced Phase includes 15 missions totaling 75 hours while flying as a combat crew. That portion of the briefing concerned with the 308th Air Refueling Squadron was aptly handled by the operations officer of that organization. Through a system of ingeniously devised charts all problems and accomplishments incident to efficient operation of the air refueling squadron were shown graphically, and sufficiently enlarged upon verbally so as to give the Wing Commander a concise picture of the present situation in that unit. 35 /

34 / 308BW Op Memo 51-11 dtd 1 Oct 1953, Subj: Combat Crew Trng Program, (Exhibit 19)
35 / Chart - 308th Air Rflg Sq Accomplishments, (Exhibit 20)

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An accomplishment of the 308th Air Refueling Squadron operations was the publishing of a Boom Operators handbook. This booklet of Standard Operating Procedures (SOP's) outlines the duties and responsibilities of the In-Flight Refueling Specialist. 36 /

GROUND TRAINING

Ground training, as has been the case since the reduction of flying activities, was given high precedence throughout the month of November. The B-47 Mobile Training Detachment (MTD) continued to furnish its high caliber instruction to members of this wing as two new Maintenance Familiarization classes got underway during the month and a conversion course, emphasizing the changes in the new "E" modification B-47 aircraft, was initiated with six crew members attending. One of the crew members stated this course was excellent and although primarily for pilots would benefit Observers as well. 37 / Two quotas were filled for Advanced Survival training conducted at Stead AFB, Nevada on 4 and 27 November with 20 and 31 men attending respectively. Extensive use was made of an Engine Conditioning Instruction Team which was placed on Temporary Duty (TDY) at Hunter Air Force Base during late November. Two classes were conducted on 17 and 20 November for engine conditioning teams of the Power Plant Section of the Field Maintenance Squadron and flight engineers of the Air Refueling Squadron. A total of 63 men in the above categories attended. A flight engineer commented the course had a fine instructor but believed more time on the line and in the shops would have been more helpful from a practical viewpoint. 38 /

36 / 308 Air Rflg Sq - Handbook for Boom Operators - (Exhibit 21)
37 / Interview, S/Sgt Sonovich, Historian and Maj Van Atta - 25 Nov 1953
38 / Interview, S/Sgt Sonovich, Historian and T/Sgt Perkins- 27 Nov 1953

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Ground training figured prominently in the briefing mentioned at the outset. Through use of a view-graph projector, it was shown exactly how all ground training items would dovetail with the flying schedule. Those requirements listed in 2AF Regulation 50-6 and SAC Regulation 50-2 and 50-43, were emphasized along with other high priority items, ie; MTD, Advanced Survival, A-5 Gunnery Training.

Two 308th officers returned from TDY at Lowry AFB, Colorado where they attended a course in K-Series Bomb Navigation.

A Master Ground Training Schedule was published and distributed to all units within the wing. 39 /

SPECIAL WEAPONS

Special Weapons training was handled as a distinctive item for purposes of the briefing. Interim requirements set forth for the Wing Commander's consideration included: ten In-flight Insertions (IFI's) per crew member per quarter as compared to four required under SAC Regulation 50-8; two bomb loadings per quarter as compared to one under cited regulation; and 24 hours of academic instruction for the entire crew as compared to 20 directed by SAC. In integration of these projected and programmed items was made with both ground training and the proposed flying schedule and an orderly training flow was made evident.

39 / Schedule, "November Master Ground Trng Schedule," 308th Dir of Operations dtd 28 Oct 1953 (Exhibit 22)

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FLYING SAFETY

Flying Safety activities were emphasized in the 308th Air Refueling Squadron during the month. A Flying Safety meeting was held, and an overall attendance of 96 per cent was recorded. The meeting covered ground operation, starting of KC-97 aircraft, and weather flying. Omni Range operation was emphasized. Field facilities were checked and found to be in good condition. Particular emphasis was placed on ramp cleanliness. With the return of B-47 crews from transition school, a vigorous flying safety program is being established.

COMMUNICATIONS

A major project within the Wing Communications section was the rewriting, in its entirety, of the Radio Operators Information File. One copy of this file was distributed to each Radio Operator in the wing. This file contains information to assist the radio operator in the successful completion of his duties as a crew member. 40 / Another vital program completed by this section was the determining of required reporting points for the proposed "canned" missions of the 308th Bombardment Wing. All Joint Army, Navy, Air Force Procedures (JANAP's) on file in the communications section were corrected and brought up to date.

40 / Radio Operators Information File-308th Director of Operations dated 25 Nov 1953 (Exhibit 23)

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GUNNERY

The Wing Gunnery Section was primarily concerned with assisting operations and standardization board with the scheduling and planning involving gunnery in the ground training program for the B-47 co-pilots. The A-5 gunnery system pre-flight check and operational turn-on and turn-off procedures were drawn up to be included in the co-pilots flip charts. A chart was prepared to enable the gunnery section to efficiently monitor the accomplishments of each assigned co-pilot during each phase of his gunnery training. This master chart will be kept current and edited weekly.

INTELLIGENCE

November witnessed a variety of activities within the Intelligence Section. The previously initiated P-2 testing program continued during the month. The P-2 testing program is a means of ascertaining the validity of the combat crew personal data cards. These cards contain such questions as, "What was your favorite tavern back home?" or "What is your favorite food?" Answers are also shown on these cards. These questions and answers provide a means of positive identification in the event a crew member is forced down in enemy territory and request rescue. We would have to answer all questions correctly before evacuation aid was dispatched. SAC Letter 35-9, as amended governs all aspects of this program. It is estimated that considerable time will be required for completion of this project due to the many and varied interruptions incident to transition to B-47 aircraft. A total of ten hours of

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intelligence training was presented during the month as required by 2AF Regulation 50-31. Target Intelligence activities centered around the Domestic Target Folder program. A prediction plate on Phoenix, Airzona was accomplished. Vital radar material has been requisitioned from the 544th Reconnaissance Technical Squadron, Offutt AFB, Omaha, Nebraska, which will enable the completion of more folders. Major interior renovations were effected within the situation room. Several maps and posters were placed on display to add to the attractiveness and usefulness of this room.

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CHAPTER

IV

MATERIEL

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MAINTENANCE CONTROL

The 308th Bombardment Wing was scheduled to fly 347:00 hours during the month of November 1953. The Wing flew a total of 346:05 hours which required 17,836:00 hours of maintenance. 41 / As the only type aircraft possessed were KC-97's, the Air Refueling Squadron met the flying requirements.

The first In Flight Refueling (IFR) mission of 10 missions flown duringthe month, was scheduled and flown on the 4th of November.

There were 22 aircraft assigned to the Wing in November, with 18 possessed and one on TDY at Barksdale AFB, Louisiana, for operational training. Three aircraft departed on 12 November to OCAMA, Oklahoma City, Oklahoma, on Project A-4-3015 IRAN for modification. 42 / On 30 November two aircraft departed to Warner Robins Air Materiel Area (WRAMA), Robins AFB, Georgia, for weight and ballance check. Of the aircraft assigned, 16 were KC-97L type aircraft and six were KC-97F's. No additional aircraft were received during the month.

There were two staff visits from Second Air Force during November. One, an Inspection Team, inspected the maintenance activities of Maintenance Control and Air Refueling, Field Maintenance, Periodic Maintenance and Armament and Electronics Squadrons. The object of this inspection was to insure compliance with SAC Manuals 66-12, 66-13 and 66-14. 43 /

41 / SAC Form 98, Daily Man Hour Utilization Record submitted by Maint Sq to Maint Control in accordance with SAC Manual 66-14, Nov 1953
42 / Classified msg from 2AF - 2AFMB 9598 dtd 21 Oct 1953
43 / 308bw Ltr 3IA dtd 16 Dec 1953, Subj: 2AF Maint Staff Visit (Exhibit 24)

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As a result of the second inspection from Second Air Force on 12 November changes were made in the Maintenance Section and Flight Branch for additional space which was needed in accordance with 2AF Letter 2AFMW 471 dated 6 November 1953. 44 / Problems encountered by other organizations and their solutions were obtained from the inspectors and proved very useful to the wing.

Supply Liaison has completed the consumption data card file for purpose as outlined in Second Air Force Manual 65-1. The AOCP rate for November was 28% and has gradually started a decline. This due to experience gained in new aircraft assigned. The AnFE rate for November was 3%. Many revisions have been made in pre-issue listings through a process of elimination, trial and error. Our bench stock has also been revised on the same basis.

There were a total of 10 malfunctions for the month of November; three were materiel failures while aircraft were airborne, seven were experienced on the ground. 45 /

During the month the 308th Periodic Maintenance Squadron processed 4 KC-97 aircraft through their docks for repair. 46 /

There were a total of 17 Unsatisfactory Reports (UR's) submitted during the month. Of these, three outstanding UR's were submitted on defective ignition coils, each causing a 100 left and right magneto drop on engine run-up during pre-flight inspection.

44 / 2AF Ltr 2AFMW 471 dtd 6 Nov 1953 (Exhibit 25)

45 / SAC Form 190 dtd 30 Nov 1953, Subj: Acft Malfunction Summary Rpt
46 / See page 5, Exhibit 39

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There were a total of 16 Technical Representatives assigned to the wing during the period covered by this report. The total projected for the wing is approximately 33 for a completely staffed wing and all aircraft received.

The Technical Order Compliance and Records Section for the month of November had 68 open Technical Orders. Forty-two Technical Order Compliances (TOC's) required kits and parts while 22 did not require any supply action. The open TOC's rate was 50% of all outstanding TOC's during this period. A greater part of this percentage was due to lack of availability of parts and kits. Information obtained from AF Form 127's which are furnished this office by Base Supply reveals that parts and kits will begin to arrive at Base Supply in the very near future.

Major Sway, 308th Armament and Electronics Maintenance Supervisor attended a seven day conference at SAC Headquarters. Each B-47 organization or organization in process of becoming a B-47 unit, had one representative with a recommended list of changes to the Equipment Component List (ECL) attend. The purpose of this conference was to help revise the present ECL. Recommendations obtained from this meeting will be sent to Headquarters United States Air Force, who in turn will coordinate with SAC to obtain a current ECL.

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SUPPLY

An intensive supply conversion program was instituted within the wing during the month of November. Unit Supply Officers cancelled all due out and back orders applicable to B-29 type aircraft. The Director of Materiel personally checked Base Supply to see that this had been accomplished and found one hundred percent compliance on the part of all units.

Requisitions for all shortages in the organizations were prepared and submitted to Base Supply for processing. All Unit Supply Non commissioned Officers in Charge (NCOIC's) brought Unit Property Equipment and Authorization Lists to the Director of Materiel Supply Office. Here, under the supervision of the Staff Supply Officer, shortage requisitions were prepared. An inspection of all Unit Property Equipment and Authorization Lists showed that 100% requisitioning had been accomplished. Prepared requisitions were hand-carried to the Base Supply Office, which instituted a special project for handling the requisitions to implement the requests to appropriate depots.

A deadline date of one December was established for the complete turn-in of all excess property within the wing. On 1 December, an inspection was conducted by this office. A computation was made in each squadron of the amount of excess B-29 aircraft property on hand at the beginning of the turn-in process and the amount of excess property remaining in the units. An average of the combined units was made and determined that 90 percent of excess property had been turned in.

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As of 30 November, 80 percent of Unit Essential Equipment and 70 percent of Base Support Equipment was on hand. Squadron Supply Officers took authorization lists and determined a total of the number of unit items authorized to the organization. By computing equipment actually received against authorizations, each squadron submitted their average percentage of equipment on hand.

Supply Difficulty Letters were requested on critical items that would hinder the accomplishment of the wing mission. The using activity furnished the Unit Supply Officer of its organization with information as to the critical items needed. The Unit Supply Officer researched the item and forwarded all available information to this office. If attempts to resolve supply difficulty within the facilities of the wing failed, the request was forwarded to the 804th Air Base Group Director of Materiel, who then tried to effect a lateral distribution of property on the base. Upon failure to accomplish a lateral distribution, the supply difficulty request was forwarded to the Base Supply Officer who wrote a Supply Difficulty Letter and submitted it through channels to higher headquarters according to the provisions of SAC Regulation 67-3 dated 15 July 1953. Aid was also requested by TWX to Second Air Force on Ground Power Equipment, aircraft Tow Bars and electronics equipment. As of 1 December action had not been received on these requests for assitance.

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FACILITIES PLANNING OFFICE

The Facilities Planning Office reports favorable progress in their program for the month of November. Many of the projects planned in recent months were completed during this reporting period. A continuation of the present rate of progress should see most sections of the wing established in semi-permanent facilities by 1 January 1954.

Since the majority of projects assigned this office will have been successfully completed on or about the same time that the new hangar is scheduled for completion (May 1954) it appears very unlikely that a continuation of this activity will be necessary after that date.

Activities of this office are divided into three categorical efforts, namely, work order requests and/or follow-ups, coordination toward actual accomplishments, and future planning.

Of noteworthy interest is the status of work orders submitted, processed, and completed in the past three months. Of eighty work orders submitted, only six were held in abeyance pending decision by the Base Work Order Review Board. Seventy-two of the above eighty have been accomplished, approved, or are scheduled for completion. Only seven were disapproved by said board. The high percentage of projects approved and/or completed warrants comments as follows: That over 87% of those projects submitted received favorable consideration on the basis of "immediate facilities requirements" for this wing. Furthermore, the expended efforts and cooperation by the Air Installations Office is worthy of commendation.

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From the standpoint of historical interest, a review of projects accomplished during this reporting period is given below.

One of the biggest projects completed was the 308th Air Refueling Squadron operations building. To help celebrate this event the squadron held a party after a brief ceremony by the Squadron Commander and his staff. 47 / Another project which aided in the effectiveness of the wing was a dispensary which was opened on our side of the base. This should save a considerable amount of manhours since prior to this dispensary, personnel had to travel approximately one mile to the base hospital. 48 /

The most outstanding work order at this time is the one for lighting the Armament and Electronics Maintenance Shop work benches. This will be presented to the Work Order Review Board during the first week in December. The Armament and Electronics Squadron originally asked for 100 fluorescent light fixtures to take care of their work benches. These lights cost $40 per installation; the cost of 100 lights would be $4000 and this exceeds any authority on this base. If the request was sent to higher headquarters as a special project, it would take at least three months before we could get any results. This would be too long to wait, as the shop must be in operation at present. This office therefore, cut down the request to 50 flourescent lights and planned to send any deficit of lighting through the proper channels to higher headquarters.

47 / See page 23, Exhibit 38 & Exhibit 43
48 / Hunter Herald article on 308th Dispensary (Exhibit 26)

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Since the Armament and Electronics Maintenance Squadron (AEMS) building is to become a permanent type facility under the FY 55 budget; reluctance by the Base Commander toward sanctioning large expenditures on improvements at this time is partly, if not wholly justified. The AA EM Shops as presently assigned in that particular building are carried as an interim facility.

Interesting is that one of the primary missions assigned the Facilities Planning Office has been to screen all work orders submitted by the squadrons of this command for purpose of eliminating those requests which were either in violation of actual requirements or lacking in proper substantiatory remarks. This criteria was clearly outlined by the Base Commander for compliance by all activities. By such a screening process, a saving of manhours resulted to the Air Installations Office personnel and the Base Work Order Review Board. Futhermore, processing of work order requests through this office enabled the requesting activity to be constantly appraised of the status of its requests in terms of general acceptability, practicability, relationship of priorities and any other limitations associated therewith.

The biggest question concerning this wing and AIO is just what can the squadrons do and what can't they do in regards to fixing up their area, and facilities? One base decision was that no work could be done by anyone except AIO. This hampered us completely because AIO just does not have enough maintenance men to cover the projects that come up every week. We managed to get AIO to agree to let us paint if they would furnish the paint. In this way we could keep

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the building in better condition. Now AIO and the base have decided that paint is unnecessary in most cases and will not allow us anymore paint. The decision as to whether or not we can drive a nail or cut a board is still not settled. The question centers around whether or not the man's labor should be charged on the Air Force Cost Control System. One of the problems the wing is faced with is what to do with the men during the conversion period. In many cases the men have nothing to do. If they could be used to get facilities ready for use, it would satisfy two problems, giving them something to do and fixing our facilities. To charge their labor against the Cost Control system is charging twice for the same product. The question has never been settled satisfactorily during the last six months and is one that hampers more than helps our wing, and probably all other wings operating under similar conditions.

The most noteworthy accomplishment during November was the movement of the Air Refueling Squadron and Field Maintenance Squadron personnel into the first new dormitory building on November 18th. The remaining squadrons of the 308th Bombardment Wing are scheduled for movement into the second dormitory soon after its completion, which will be on or about 15 December. These new buildings represent a great advancement in dormitory housing of airmen and will add tremendously to the morale factor of the wing. 49 / 50 / 51 / 52 / 53 /

49 / See cover
50 / Photograph of room in airmen dormitory (Exhibit 27)
51 / Ibid (Exhibit 28)
52 / Ibid (Exhibit 29)
53 / Photograph, section of dayroom in dormitory, unfurnished (Exhibit 30)

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Modification of the wash rack to the configuration of AC-97 type aircraft was completed in November, almost entirely by the efforts of the 308th Field Maintenance Squadron. This wash rack has been designated as the "Model" for the Second Air Force by the Base Ground Safety Section.

All 308th squadrons were assigned orderly and supply rooms in two barrack type buildings which are located near the new dormitories. These buildings will fill such requirements until that time when new administrative space becomes available; programmed presently as part of the Fiscal Year 55 Budget.

Regarding future plans, the Facilities Planning Officer made a visit to Second Air Force in November for purpose of explaining the use of 308th Bombardment Wing excess docks that, when joined, would form maintenance type sheds. Second Air Force has indicated their approval and SAC is now considering the project. If construction of these maintenance sheds is approved, they will be used as follows: One for Consolidated Ground Power Section, one for Tire Build-up and Storage Section and one for the maintenance of squadron engineering flight line equipment.

The plan for utilizing three barrack type buildings on the south side of the base for Personal Equipment storage and lockers, for combat crew personnel of the wing squadrons, was turned down by the Base Commander. As a result of this decision this office decided to use parts of building T-1207 and hangar T-1206 on the flight line. It has been further planned in the event of a Mobility Exercise, the second floor

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of building T-1207 will be assigned to the Mobility Project Officer for such use as he may deem necessary for the duration of the exercise.

When the three bombardment squadron Personal Equipment Sections move as planned, the three bombardment squadron Engineering Sections will expand into spaces which the former occupied.

The Wing Briefing Room space which was occupied by the Field Maintenance Orderly Room will remain vacant for the time being. It is foreseen that this space may be utilized for storage of "263" equipment of B-47 type aircraft.

LOGISTICS OFFICE

The Logistics Office of the Materiel Directorate devoted most time during November in the accumulation of material for preparation of a MC-97 B-47 Mobility Plan. The actual publishing of this plan should commence sometime during the first two weeks of December.

Target dates for completion of the Mobility Plan were discussed and it was concluded that sometime during the month of March 1954, should see the plan finished at least in its "proposed" form. Interesting to note is that plans developed in various wings of the Strategic Air Command must run their course of proposed, firm, and refined type before actual acceptance by our numbered Air Force Headquarters. Such a procedure is highly practical in view of air lift configuration changes which invariably result when new plans are being developed at wing level.

In response to a personal request of the 301st Bombardment Wing located at Barksdale AFB, Louisiana, for a courtesy copy of their Mobility Plan, a very friendly reply was received together with their

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plan as forwarded by the Logistics Officer for that wing. Receipt of other wings plans enables this office to compare notes, so to speak, with specific purpose in mind. An exchange of information between like wings relative mobility development generally proves beneficial to the other in development of a better plan. Futhermore, tendencies toward refinement and standardization can be thusly achieved, thereby eliminating untold numbers of manhours lost through development and or implementation.

An interesting project completed by this section for the 38th Air Division Director of Materiel during November was the compilation of figures reflecting Petroleum, Oil, and Lubricant capabilities of Hunter Air Force Base. 54 /

Another project was to compile the 308th Bombardment Wing equipment weights and total personnel for deployment and/or evacuation in accordance with provisions of Second Air Force Plan 10-53. 55 / This information was transmitted to the 38th Air Division in time to meet the deadline date as agreed upon between this office and Major Burke, 804th Air Base Group Staff and Commerical Transportation Officer.

A proposed SOP covering deployment of ground powered equipment was drafted for inclusion in the new mobility plan for the wing. This draft in turn was routed out to appropriate staff and interested personnel for their comments and or concurrence before actual incorporation into the plan. 56 /

54 / Chart, Petroleum Capabilities of Hunter AFB (Exhibit 31)
55 / D/F dtd 17 Nov 1953, Subj: Info for Trans Plan (Exhibit 32)
56 / D/F dtd 18 Nov 1953, Subj: Proposed SOP to Mobility Plan (Ground Powered Equipment) (Exhibit 33)

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During November, members of this office conducted a spot-check inspection of some 308th organizations for purpose of determining unit mobility plan development. The results were rather disappointing, however, several reasons were given which would tend to justify the units lack of mobility readiness.

These reasons are noted below as a matter of passing interest with action contemplated by this office for December and January, whereby such similar reasons would be unacceptable.

Organizational remarks on this informal check were varied, some of which are herewith shown. Lack of trained personnel; heavy turn-in of old equipment; denials relative receipt of instructional disposition forms from this office; time consumed by receipt of new equipment; complaints that unit was not at all ready for even a spot-check inspection plus many others.

In view of the preceeding paragraph, discussions conducted in the Logistics Office reveal the necessity to publish more instructional matter relative to mobility development for use at squadron level, conduct formal type inspections of <u>all</u> units in the 308th and supporting units of the Air Base Group, publish and disseminate parts, sections and or SOP's progressively of the proposed new wing mobility plan in order that units may better realize their contributary requirements and last but not least, by such gradual and controlled distribution of the wing mobility plan it is believed a clearer definition of mobility may be more quickly achieved at squadron level.

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Noteworthy of mention is the fact a space has been allocated this office in a building on the flight line which will control mobility in event of implementation of the deployment plan. By having office space in that building, a higher degree of supervisory control will result on personnel and cargo outloadings. This belief would obviously become a reality when consideration is given to the fact the Military Air Transport Service team consisting of Senior Controller, Operations, Traffic and Maintenance personnel are scheduled to operate out of the same building. Furthermore, the Base Staff Transportation Officer and his crews will also work from that building at time of mobility implementation.

The Logistics Office resubmitted a letter to the Base Equipment Review Board, requesting favorable consideration toward authorization of a double case electric typewriter for the joint use of Wing Logistics and Wing Operations. It was and is still believed, possession of such a machine by the respective Logistics Offices of this and the 2d Bomb Wing, would be to the advantage of each wing and hence the request. 52/

52/ D/F dtd 22 Sep 1953 Subj: UAL Change Request (Office Machine) (Exhibit 34)

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CHAPTER

V

MISCELLANEOUS

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MORALE

Morale within the Wing during November continued at a high state. With the return of personnel from B-47 Combat Crew Training School (CCTS) the Wing seemed to be given a "lift". The announcement by Headquarters United States Air Force of the number of officers to be promoted this fiscal year also aided in continuing this high state of morale. Information disclosed during the latter part of the month that a "bundle of stripes" could be given out in December quotas for promotion of airmen also enhanced the morale of the Wing. Also contributing to this high state of morale is that the personnel realize the majority of the TDY training away from their homes is past and from now on most of the training will be conducted at the home station.

GROUND SAFETY

The Ground Safety of the 308th Bomb Wing during November 1953 had one of its worst months of the year. The Wing was "low man on the totem pole" on a comparative basis with other organizations at Hunter. The Wing had a total of nine disabling injuries and five non-disabling injuries with a total of 123 man-days lost. The total cost to the government for all accidents was $3,725.00. Of the nine disabling injuries that occurred, five were as a direct result of the touch football games played as an intramural sport on the base. A review of the recorded accidents showed that lack of wearing proper athletic equipment to be a main cause for these accidents. A meeting was held by the Wing Ground Safety Officer at which time all Squadron Athletic Officers and Squadron Ground

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Safety Officers were present. As a result of this meeting, they were encouraged to emphasize wearing of proper athletic equipment to personnel when engaging in athletics.

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APPENDIX

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 30 November 1953.

Colonel Maurice A. Preston	Wing Commander
Colonel John F. Batjer	Deputy Wing Commander
Captain Charles R. Nelson	Adjutant
Major John R. Kirklin	Director of Personnel
Colonel James H. Thompson	Director of Operations
Colonel Ralph C. Jenkins	Director of Materiel
Lt Colonel Alton A. Cary	Comptroller
Major Clifford L. Lundgren	Intelligence Officer
1st Lt Thomas R. Mason	Commander Headquarters Squadron
Lt Colonel Perry P. Menzies	Commander, 308th Air Refueling Squadron
Lt Colonel Vernon K. Cammack	Commander, 373d Bombardment Squadron
Lt Colonel John O. Vick	Commander, 374th Bombardment Squadron
Major Moss L. Clements	Commander, 375th Bombardment Squadron
Lt Colonel Ralph C. Schneck	Commander, 308th Field Maintenance Squadron
Major Douglas A. Smith	Commander, 308th Periodic Maintenance Squadron
Major Dale L. Samuelson	Commander, 308th Armt & Elect Maint Squadron
Major Donald R. Bennett	Commander, 308th Medical Group

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2. Wing Central Files
3. History of Directorate of Personnel for November 1953
4. History of Directorate of Operations for November 1953
5. History of Directorate of Material for November 1953
6. History of 373d Bomb Squadron
7. History of 374th Bomb Squadron
8. History of 375th Bomb Squadron
9. History of 308th Air Refueling Squadron
10. History of 308th Field Maintenance Squadron
11. History of the 308th Periodic Maintenance Squadron
12. History of 308th Armament & Electronics Maintenance Squadron
13. History of 308th Medical Group
14. Interview with Major Van Atta
15. Interview with T/Sgt Perkins

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LIST OF EXHIBITS

1. 308BW General Order 52, dtd 2 Nov 1953
2. 308BW General Order 54, dtd 3 Nov 1953
3. 308BW General Order 55, dtd 4 Nov 1953
4. Biography (Colonel John F. Batjer)
5. Portrait (Colonel John F. Batjer)
6. 308Bw General Order 56, dtd 24 Nov 1953
7. 308Bw General Order 57, dtd 25 Nov 1953
8. 308Bw General Order 58, dtd 25 Nov 1953
9. D/F dtd 28 Nov 1953, Test Execution of the Wing Notification Plan
10. D/F dtd 27 Nov 1953, Instruction contained in Executive Order 10501
11. Wing Policy Ltr No. 2 dtd 14 Nov 1953, Subj: Senior Duty Officer and Airdrome Officer
12. 308Bw Regulation 174-1 dtd 27 Nov 1953, Subj: Operational Readiness Reports, ACS: 1-AF-V2 and 2-AF-V2
13. S/L fr 3510th M&S Gp, Randolph AFB, Texas with 5 indorsements thru channels to 4 members of the 308th Bomb Wing.
14. D/F dtd 20 Nov 1953 with 1 comment dtd 27 Nov 1953, Subj: Recommended Amendment to 308th BW Reg 205-3.
15. 308th Bomb Wg TDY story by Sat. Evening Post (24 Oct 1953 edition)
16. 308th Bomb Wg Reorganization Plan 1953 (3 Nov 1953)
17. Personnel Statistics Chart for November 1953 prepared by Comptrollers Office, 308Bw
18. Chart - Status of Staff & Bomb Sq Crews converting to B-47's as of 30 November 1953.
19. 308BW Op Memo 51-11 dtd 1 Oct 1953, Subj: Combat Crew Trng Program
20. Booklet - 308th Air Rflg Sq Accomplishments
21. Handbook - 308th Air Rflg Sq for Boom Operators
22. Schedule - Nov Master Ground Trng Schedule, 308th Dir of Op dtd 28 Oct 1953

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23. Medic Operators Info File - 308th Dir of Op dtd 25 Nov 1953

24. 308SW Ltr 3D4 dtd 16 Dec 1953, Subj: 2AF Maint Staff Visit

25. 2AF Ltr 2AFMM 471 dtd 6 Nov 1953 Subj: A & E Mn Sq Supervision

26. Hunter Herald article on 308th Dispensary (16 Nov 1953)

27. Photograph of room in airmen dormitory

28. Ibid

29. Ibid

30. Photograph section of dayroom in dormitory, unfurnished

31. Chart, Petroleum Capabilities of Hunter AFB

32. D/F dtd 17 Nov 1953, Subj: Info for Trans Plan

33. D/F dtd 18 Nov 1953, Subj: Proposed BOF to Mobility Plan (Ground Powered Equipment

34. D/F dtd 22 Sep 1953, Subj: UAL Change Req (Office Machine)

35. Historical Report for 373d Bomb Squadron, November 1953

36. Historical Report for 374th Bomb Squadron, November 1953

37. Historical Report for 375th Bomb Squadron, November 1953

38. Historical Report for 308th Air Refueling Squadron, November 1953

39. Historical Report for 308th Periodic Maintenance Squadron, Nov 1953

40. Historical Report for 308th Field Maintenance Squadron, Nov 1953

41. Historical Report for 308th Armt & Elect Maint Sq, November 1953

42. Historical Report for 308th Medical Group, November 1953

43. Hunter Herald article on 308th Air Rflg Sq Operations building (16 November 1953)

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

2 November 1953

GENERAL ORDERS)
NUMBER 52)

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia, during the temporary absence of COLONEL M.A. PRESTON, 13307A.

J.H. THOMPSON
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 54)

3 November 1953

2

CHANGE TO GENERAL ORDER 52, DATED 2 NOVEMBER 1953. General Order 52, dated 2 November 1953 is changed to read General Order 53.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

CHARLES R. NELSON
Captain, USAF
Adjutant

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 55)

4 November 1953

RESUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby resumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia.

3

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M. A. PRESTON
Colonel, USAF
Commander

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BIOGRAPHY

COLONEL JOHN F. BATJER, USAF

Colonel Batjer was born in Houston, Texas, on 17 November 1912. He graduated from Texas A & M College in 1933 and from the United States Military Academy in 1937. He joined the 9th Bombardment Group at Mitchel Field in November 1938 and had various assignments in tactical organizations for the next five years. During the war, Colonel Batjer commanded the 301st Bombardment Group in Italy from February untill September 1944. He spent the following year as Chief of the Military Army Air Force Liaison Detachment to the 3d Ukranian Army. From 1946 until he joined the 308th Bombardment Wing in July of this year, he held various duties in the Comptroller field at the Air Materiel Command and the Air University at Maxwell Air Force Base, Alabama. He spent his last year at Maxwell as a student in the Air War College.

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 56)

24 November 1953

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia, during the temporary absence of COLONEL M.A. PRESTON, 13337A.

JOHN F. BATJER
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 57)

25 November 1953

RESUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby resumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia.

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M.A. PRESTON
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 38)

25 November 1953

STAFF ASSIGNMENTS

1. DIRECTOR OF OPERATIONS - LIEUTENANT COLONEL FRANCIS E WRIGHT, 6296A, this headquarters, is assigned as Director of Operations, 308th Bombardment Wing, Medium, effective 14 November 1953, during the temporary absence of COLONEL JAMES H THOMPSON, 4023A, this headquarters.

2. DIRECTOR OF MATERIEL - LIEUTENANT COLONEL HENRY M HUDSON, A0483850, this headquarters, is assigned as Director of Materiel, 308th Bombardment Wing, Medium, effective 14 November 1953, during the temporary absence of COLONEL RALPH C JENKINS, 8533A, this headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CHARLES R NELSON
Captain USAF
Adjutant

CHARLES R NELSON
Captain USAF
Adjutant

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.	SUBJECT
3D0P	Test Execution of the Wing Notification Plan

TO Commander, 308th Bomb Wing FROM 308th Director of Operations DATE 28 Nov53 COMMENT NO. 1 Capt Kuhner/624

1. At 11:31, 27 November 1953 the Wing Control Room issued a "Get Set Notice" to all units. At 16:50 a "Ready Notice" was issued and at 19:40 an "all Clear Notice" was issued to all units except the Field Maintenance Squadron and the Periodic Maintenance Squadron. The CQ's for these two squadrons were issued a "Report Notice" at 19:40 and 19:43 respectively. As indicated in the attached Control Room Log, it took 18 minutes to notify all the Squadron Command Posts.

2. At 19:47 calls were initiated to the key personnel living off the base. Considerable difficulty was experienced in obtaining an off base trunk line. At 19:57 the base telephone exchange was asked to connect the emergency telephone and at 20:00 the Control Room had a direct dial connection into the off base telephone system. Between 20:04 and 20:20 contacts were made to the key personnel.

3. The control room was unable to make an off base contact for either the Field Maintenance Squadron or the Periodic Maintenance Squadron. Of the three contacts listed for the Field Maintenance Squadron two numbers were unanswered and the third was an old listing. The CQ for the Field Maintenance Squadron was told to assume responsibility for notifying the off base personnel for his squadron and Lt Col Schneck was notified by courier. The Control Room had two contacts listed for the Periodic Maintenance Squadron and one of these was on base at a BOQ. Lt Humphrey was contacted at his BOQ but the off base phone number was not answered.

4. The Field Maintenance Squadron submitted their first report on personnel recalled at 20:09, 29 minutes after the CQ had been notified.

5. The Periodic Maintenance Squadron did not submit a report to the Control Room until specifically requested at 20:45, 58 minutes after their CQ had been notified.

6. The Field Maintenance Squadron and the Periodic Maintenance Squadron reported the following number of personnel present for duty, including personnel on 3 Day Pass as of 27 November and further reported the following number of personnel returned to their duty sections at the times indicated.

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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1933

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT
(Cont'd) Test Execution of the Wing Notification Plan

TO | FROM | DATE | COMMENT NO. 1

TIME OF REPORT	ELAPSED TIME	FIELD MAINTENANCE SQ OFFICERS	AIRMEN	TIME OF REPORT	ELAPSED TIME	PERIODIC MAINTENANCE SQ OFFICERS	AIRMEN
		PRESENT FOR DUTY 8	230			PRESENT FOR DUTY 3	146
		RETURN TO DUTY				RETURN TO DUTY	
20:09	:29	2	1				
20:30	:57	5	120				
				20:45	:58	1	50
				20:59	01:16	1	75
21:17	01:37	6	161				
				21:28	01:45	1	91
				21:55	02:12	3	106
21:59	02:19	7	165				

7. The 230 airmen of the Field Maintenance Squadron shown as present for duty was a correction from an original figure of 311 airmen and does not inclued any personnel on 3 Day Pass.

8. The Field Maintenance Squadron had 72% of their personnel returned to duty and the Periodic Maintenance Squadron had 73% of their personnel returned to duty when they were issued an "All Clear Notice" at 22:00. This is a good response particularly since none of the absentees were supervisory personnel essential to the mission of the squadron. However it must be remembered that these two squadrons have a high percentage of their personnel living on the base and that they were standing by.

9. The major weaknesses disclosed by the test were a lack of familiarity with the plan, a failure to keep the Control Room current on changes in address and telephone numbers and a failure on the part of some individuals to stand-by at their homes as required by a "Get Set" or "Ready Notice".

10. Some confusion was created when the CQ for the Periodic Maintenance Squadron called the Base Theater and requested them to flash a notice recalling all Periodic Maintenance Squadron personnel to duty. The projectionist failed to designate the squadron and all 308th Bombardment Wing personnel present left the theater and reported for duty. This occurred after the "All Clear" Notice had been issued also required the Control Room to renotify all CQ's.

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.	SUBJECT
	(Cont'd) Test Execution of the Wing Notification Plan

TO	FROM	DATE	COMMENT NO. 1

11. The Plans Section will rewrite the present operations plan to simplify the terms in use and incorporate a method of recalling personnel by selected Job Assignments. The first draft of the new plan will be reviewed at a conference of Squadron Commanders and Squadron Notification Officers. As soon as the new plan is published, all wing personnel will be briefed by the Plans Section. Thereafter periodic tests will be executed by the Control Room.

1 Incl:
Log of Test Execution

/s/T/ FRANCIS E. WINGET, Lt Colonel, USAF
Director of Operations

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT: Log of Test Execution

TO

FROM

DATE 27 November 53

COMMENT NO. 1

TIME STARTED	TIME COMPLETED	TIME ELAPSED	REMARKS
11:31	11:48	17 Minutes	Get Set Notice issued to all unit command posts.
16:59	17:06	16 Minutes	Ready Notice issued to all unit command posts
19:40			Report Notice issued to Fld Maint Sq CQ
19:43			Report Notice issued to Periodic Maint Sq CQ
19:45	20:20	35 Minutes	All Clear Notice issued to all other CQ's
19:47			Off Base calls initiated by control room
19:48			308th PMS, Lt Humphrey notified at BOQ - M/Sgt Heffman, no answer.
19:57	20:00	3 Minutes	Emergency phone connected.
20:04			373d Bomb Sq, Lt Col Cammack, notified all clear
20:05			308th Fld Maint Sq, Lt Col Schneck moved no home phone, Lt Koehler, not at home, M/Sgt Tidwell, no answer. Fld Maint Sq CQ notified unable to make off base contact.
20:08			Arm & Elect Sq, Maj Samuelson notified all clear
20:09			Air Rflg Sq, Lt Col Menzies, notified all clear
20:10			Hq Sq, Lt Mason notified all clear
20:17			374th Bomb Sq, Lt Col Vick, TDY, Capt Coffman wreng number, Capt Meuse, no answer, Captain Smith notified all clear.
20:20			375th Bomb Sq, Maj Clements, moved, no new number Capt Sabourin, notified all clear.
20:23			D/M, T/Sgt Stull, contacted had no phone listings to notify D/M Personnel
20:28			Maint Control, Maj Pewis, asked to notify his personnel of all clear and report back.

DD FORM 1 FEB 50 96 REPLACES NAVEXOS FORM 96, 1 OCT 46, WHICH MAY BE USED.

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SECURITY CLASSIFICATION (if any)

DISPOSITION FORM

FILE NO.

SUBJECT
(Cont'd) Log of Test Execution

TO | FROM | DATE | COMMENT NO. 1

TIME STARTED	TIME COMPLETED	TIME ELAPSED	REMARKS
20:30	20:38	8 Minutes	All Clear Notice issued (Excluding 308th Fld Maint Sq and 308th Periodic Maint Sq, due to base theatre alerting all personnel of the 308th Bomb Wg present at the movie to report to duty station.
20:40			Major Powis reported all Maint control personnel notified of all clear.
22:00	22:01	1 Minute	All Clear Notice issued.

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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D I S P O S I T I O N F O R M

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Subject: Instruction contained in Executive Order 10501.

TO: All Squadrons
All Directorates

FROM: 3WADJ DATE: 27 Nov 53 COMMENT #1

The following messages from Headquarters SAC, dtd Nov 53, is quoted for your information and compliance:

"/R E S T R I C T E D/ IGISB 42937. Section 1 of 2. This msg in 3 parts: Part 1. Pol msg fr Hq USAF is quoted for your info and action: From AFCDS ALMAJCOM 977/53. On 5 Nov 53, The President signed Executive Order 10501, which will become effective on 15 Dec 53, entitle "Safeguarding Official Information In The Interest Of The Defense Of The United States". The EO was circulated in AF Bullentin No 23, 12 Nov 53. Pending the revision of AFR 205-1 and other applicable directives, the following policy and instructions will govern: A. As defined in section I of EO 10501, and effective immediately, official info which requires protection in the interest of National Defense is limited to to three categories of classification, TOP SECRET, SECRET, or CONFIDENTAL. Definitions of TOP SECRET, SECRET, and CONFIDENTAL, as set forth in par 22a, 23a and 24a AFR 205-1, are abolished and the definitions for these categories as stated in Section 1 of EO 10501 are substituted therefor. The examples listed under these categories in AFR 205-1 will remain in effect until revised. The RESTRICTED category is eliminated from the classification system and, as such, ceases to exist on 15 Dec 53. B. Use of the term "SECURITY INFORMATION" to identify classified material is eliminated and will no longer be used. C. All Department of Defense, including AF, information and material classified "RESTRICTED" except as provided in D and E below are DECLASSIFIED as 15 Dec 53 unless determination is made in each specific instance that it be upgraded to "CONFIDENTIAL" and notification furnished addressees to whom the material was originally transmitted. In those specific instances where upgrading to "CONFIDENTIAL" is absolutely essentialto protect information affection

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the National Defense, the definition of "CONFIDENTIAL" set forth in Section I(c) of EO 10501 will be strictly complied with. D. "RESTRICTED" information furnished by a Foreign Government or International Organization will be assigned a CONFIDENTIAL classification. E. All Material directly related to cryptographic systems now classified "RESTRICTED" is upgraded to "CONFIDENTIAL". All messages will be reviewed and, where possible, will be declassified after appropriate processing including reference to the appropriate cryptosecurity officer. F. Commanders authorized to delegate authority to classify or impose restrictions in connection therewith will limit the authority to classify as serverely as is consistent with the orderly and expeditious transaction of AF business. G. Commanders will designate persons to be responsible for continuing review of classified material for declassification or downgrading purposes in accordance with rules prescribed in AFR 205-1; for receiving request for such review from all sources, for receiving and acting on requests for upgrading, and for notifying all addresses to whom the material was originally transmitted whenever a change in classification is made. H. Possission or use of classified Defense Information will be limited to locations where prescribed facilities for secure storage or protection thereof are available as provided in AFR 205-1. The provisions of par 8h, AFR 205-1, are not affected. I. Knowledge or possession of classified Defense Information will be permitted only to persons whose official duties require such access in the interest of promoting National Defense and only if they have been determined to be trustworthy. Proper control of dissemination of classified defense information will be maintained at all times, including good accountabliity records of classified documents, and severe limitations on the number of such documents originated as well as the number of copies thereof reproduced. The number of copies of classified Defense Information Documents shall be kept to a minimum. J. Transmission of "CONFIDENTIAL" material within the US by mail channels now requires Registered Mail. K. Appropriate accountability records of all classified documents will be maintained. Such records will also reflect the des-

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truction of classified material. L. Commanders will designate experienced persons who shall maintain active training and orientation programs for all concerned with classified Defense Information to impress each such person with his individual responsibility for exercising vigilance and care in complying with the provision of AFR 205-1. Nothing in this message will be construed to authorize the dissemination, handling or transmission of classified information contrary to the provisions of any statute. Except as modified by this missage, the provisions of AFR 205-1 will continue to apply. A review of certain projects in the materiel and development fields affecting information in the "RESTRICTED" category is pending in this Headquarters. Notification of action taken in connection therewith will be furnished commanders concerned soonest. This review will not affect action required under C above. Section I of EO 10501 defines the 3 classification categories as follows: (A) TOP SECRET: Except as may be expressly provided by statute, the use of the classification TOP SECRET shall be authorized, by appropriate authority, only for Defense Information or material which requires the highest degree of protection. The TOP SECRET CLASSIFICATION shall be applied only to that information or material the Defense aspect of which is paramount, and the unauthorized disclosure of which could result in exceptionally grave damage to the nation such as leading to a definite break in diplomatic relations affecting the Defense of the United States, an armed attack against the United States or its Allies, a war, or the compromise of Military or Defense Plans, or Intelligence Operations, or Scientific or Technological Developments vital to the National Defense. (B) SECRET: Except as may be expressly provided by statute, the use of the classification SECRET shall be authorized, by appropriate authority, only for Defense Information or Material the unauthorized disclosure of which could result in serious damage to the nation, such as by jeopardizing the International Relations of the United States, endangering the effectiveness of a program or policy of vital importance to the National Defense, or compromising important military or Defense Plans, Scientific or Technological

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developments important to National Defense, or information revealing important intelligence operations. (C) CONFIDENTIAL: Except as may be expressly provided by statute, the use of the classification CONFIDENTIAL shall be authorized, by appropriate authority, only for Defense Information or Material when unauthorized disclosure of which could be prejudicial to the Defense Interests of the Nation. Addressees will make immediate dissemination of theabove policy and instructions within their respective Headquarters, offices, or units". Part 2. Effective immediately, transmission security policy established by our msgm DOCES 13559, Jan 52, and/or DOCES 13803, Jan, is rescinded. All msgs will be classified in accordance with instructions contained in part 1, above, based on their content. In this connection, all originators are enjoined to give careful condideration to whether a message designated as unclassified may reveal vital order of battle information to enemy intercept operators. This consideration is doubly applicable in cases where overseas addressees are involved. For example, seemingly innocuous messages on personnel, material and routing flight operations may reveal information which "could be prefudicial to the Defense interests of the Nation". Part 3. This Headquarters has requested clarification from Headquarters USAF regarding par E, Part 1 above. Info will be disseminated upon receipt.

24/2119Z Nov JEDMH

BY ORDER OF THE COMMANDER:

Joseph C Hogg

JOSEPH C. HOGG, Captain, USAF
Asst Adjutant

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...POLICY)
...BER 2)

HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base, Savannah, Georgia
14 November 1953

SENIOR DUTY OFFICER AND AIRDROME OFFICER
(This Policy supersedes Wg Policy #2, 27 Oct 53)

1. PURPOSE - To establish a procedure for detailing Senior Duty Officer and Airdrome Officer when required by Headquarters 38th Air Division.

2. SCOPE - This policy is applicable to all units and all Officers of this Wing.

3. SENIOR DUTY OFFICER - a. Eligibility: Officers in the grade of Major and Lt Col who have interim or final Top Secret Clearance.

b. Selection: A duty roster of all Majors and Lt Cols assigned to this Wing will be maintained by the Wing Adjutant. The Wing Adjutant will notify Officer selected for this detail in writing and will require acknowledgement by indorsement.

4. AIRDROME OFFICER - a. Eligibility: Officers through the grade of Lt Col who are pilots on flying status, have completed a total of five years active and inactive commissioned service as a pilot and who have 1000 hours or over pilot flying time are eligible for detail as Airdrome Officer.

b. Selection: Upon notification by Headquarters 38th Air Division that this Wing is to provide Airdrome Officers for specified dates, the Wing Adjutant will allocate dates on a proportionate basis to units having officers qualified for this duty. Units concerned will notify the Wing Adjutant of the name of officer selected for detail.

5. GENERAL - a. To enable equitable assignment of these duties, units of this Wing will forward monthly roster of officers qualified for Senior Duty Officer and Airdrome Officer. Rosters will be prepared as of the 15th of each month and will be submitted to the Wing Adjutant not later than the 20th of the month.

b. No field grade officer detailed as Senior Duty Officer or as Airdrome Officer will be detailed again to either duty until all other eligible field grade officers present for duty have been detailed either as Senior Duty Officer or Airdrome Officer.

c. Officers assigned to following duties will be excused from Senior Duty Officer and Airdrome Officer. (Officers temporarily assigned in these positions will not be excused).

(1) Director of Operations

(2) Director of Materiel

(3) Director of Personnel

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Policy # 2

(4) Squadron Commanders

(5) Operations Officer, 308th Air Refueling Squadron

(6) Instructer Pilots, 308th Air Refueling Squadron

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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(WING REGULATION)

NUMBER 174-1)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
27 November 1953

REPORTS CONTROL
Operational Readiness Reports, RCS: 1-AF-V2 and 2-AF-V2

1. PURPOSE: To establish standard reporting procedures and basic ground rules to be utilized by all squadrons of the 308th Bombardment Wing in the preparation and coordination of subject reports.

2. SCOPE: This regulation applies to all squadrons of the 308th Bombardment Wing M.

3. RESPONSIBILITY: Squadron Commanders of this wing are responsible for insuring compliance with the provisions of this regulation.

4. GENERAL: Reports will be prepared in accordance with SAC Manual 171-2, Chapter 14, effective 30 September 1953; and the instructions contained herein.

5. PROCEDURE: a. "As of" date. Reports will be prepared as of the 25th of each calendar month or the date any change occurs in Column "C" that will be of 10 or more days duration.

b. Due date. Each squadron report will be forwarded to the Wing Comptroller not later than 1200 hours on the 28th day of each calendar month or withing 24 hours any change in Column "C" that will be of 10 or more days duration.

c. Coordination and Consolidation. Individual squadron reports will be coordinated with the Directors of Materiel and Personnel prior to submission to the Comptroller. The Comptroller will consolidate the reports, including remarks and coordinate the final report with the Directors and Wing Commander before submitting it to 38th Air Division.

d. Classification. Classification of squadron reports will be "UNCLASSIFIED". The classification of the consolidated report (which will include aircraft and crew information) will be "SECRET".

6. INSTRUCTIONS: a. Items reported.

(1) All squadrons will submit data reflecting readiness in columns "D" through "G", plus the special remarks required by paragraphs 9 (C) 1 and 9 (C) 3 of SAC Manual 171-2, Chapter 14.

(2) Since the crew and aircraft information must agree with certain RCS reports, the Comptroller will compute the remaining indices.

b. Entries.

(1) Column "D" - Personnel assigned (other than crews) without regard to AFSC: This item is to reflect the total body manning of the unit excluding personnel assigned to crews.

(2) Column "E" - Personnel (other than crews) Operationally Ready: In accordance with the Weakest Link principle, squadrons will rate this item on the career field most critical to the accomplishment

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of the assigned mission. The following ground rules will be utilized in determining the Operational Readiness of Personnel:

(a) The number of personnel declared Operationally Ready in any AFSC will not exceed the authorization for that AFSC. Even though personnel meet the requirements listed below, they may be declared non-ready at the discretion of the Commanders.

(b) Personnel may be considered Operationally Ready when working in their Primary AFSC in an authorized position within the Squadron Manning Document.

(c) Personnel assigned in the 3 or 5 level of skill by Primary and the next higher level of skill by Duty AFSC, or personnel assigned a Duty AFSC in a career field other than that of their Primary may be carried as Operationally Ready in their DAFSC providing they have been assigned that Duty AFSC a minimum of 2 months.

(d) Personnel in 5 b. (2) (c) who are in excess of authorizations, or do not meet the time requirement may be considered Operationally Ready in their Primary AFSC providing a vacancy exists.

(e) Officers may be considered Operationally Ready if they are performing duty in an authorized position in either the fully qualified or entry level skill.

(3) Column "F" - T/O Equipment (other than aircraft) assigned: This item is to reflect the number of items on hand, as a percentage of items authorized.

(4) Column "G" - T/O Equipment (other than aircraft) Operationally Ready: This column will generally approximate the indices in Column "F"; however squadrons should closely monitor their supply status to detect and report any shortages and/or substandard quality in critical classes of equipment that would seriously limit the performance of the assigned mission.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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Hq 3510 AAS Gp, Randolph AFB, Randolph Fld, Tex, File No 201.2, Subject: Letter of Appreciation

3wCMSM (19 Oct 53) 5th Ind

HEADQUARTERS 308TH BOMBARDMENT WING H, Hunter Air Force Base, Savannah, Georgia

TO: Major S. H. Powis, Headquarters 308th Bombardment Wing H
M/Sgt W. H. Vriesslaar, Headquarters Squadron, 308th Bombardment Wing H
M/Sgt W. A. Floor, Headquarters Squadron, 308th Bombardment Wing H
S/Sgt C. T. Pully, 374th Bomb Squadron, 308th Bombardment Wing H

It is extremely rare that the transfer of aircraft between commands is accomplished so expeditiously and smoothly as to awaken a feeling of gratitude in members of the recipient command. Accordingly, I am most pleased to receive the foregoing correspondence. I am well aware that the full story is not told in this correspondence since it makes no mention of the well known facts that the aircraft transferred by the 308th Wing to the Training Command were released by the 308th Wing in top mechanical condition and with all 263 equipment on hand. With these facts in mind, I wish to add my expression of appreciation to all concerned, and I wish to commend you for the key part you played.

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/s/ W. A. Preston
/t/ W. A. PRESTON
Colonel, USAF
Commander

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HEADQUARTERS
3510TH MAINTENANCE AND SUPPLY GROUP
RANDOLPH AIR FORCE BASE
RANDOLPH FIELD, TEXAS

MS 201.2 19 October 1953

SUBJECT: Letter of Appreciation

TO: Commander
Randolph Air Force Base
Randolph Field, Texas

Commander
Strategic Air Command
Offutt Air Force Base
Nebraska

TO: Commander
308th Bomb Wing
Hunter Air Force Base
Savannah, Georgia

1. During the period 27 July through 10 September 1953, this Base was in the process of accomplishing MAC Project TO-33-652, which involved the transfer of thirteen (13) B-29 type aircraft from your Command. The need for these aircraft was extremely critical to prevent a breakdown in our Combat Crew Training Program due to transfer of some of our aircraft to storage depots and an inadequate replacement schedule.

2. I therefore wish to express my sincere appreciation to you and those of your Command responsible for the expeditious manner in which the transfer of these aircraft was handled. I would like to mention especially Major Stewart H. Powis, Master Sergeants W. T. Vriezelaar and W. A. Ploer, and Staff Sergeant O. T. Pully, who by their resourcefulness and devotion to duty, aided immeasurably in the prompt and successful completion of the project. It is requested that my gratitude be conveyed to all those concerned.

/s/T/ ROLAND L. HUDSON
Lt Colonel, USAF
Chief of Maintenance

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B/L, 3510th M & S Sq, Randolph AFB, Randolph Fld, Tex., Subj: Letter of Appreciation

A 201.2 (19 Oct 53) 1st Ind

Headquarters, Randolph Air Force Base, Randolph Field, Texas 27 Oct 53

TO: Commander, Strategic Air Command, Offutt Air Force Base, Nebraska

TO: Commander, 308th Bomb Wing, Hunter Air Force Base, Savannah, Georgia

In forwarding this letter I wish to join Lt Colonel Hudson in expressing my appreciation for the splendid cooperation received from activities and personnel of your command.

/s/T/ J. H. DAVIES
Brigadier General, USAF
Commander

DPSPA 201.2 (19 Oct 53) 2d Ind

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Omaha, Nebraska

TO: Commander, Second Air Force, Barksdale Air Force Base, Louisiana

1. It is gratifying to note the preceding correspondence and to add the appreciation of this headquarters.

2. Request Major Stewart H. Pewis, Master Sergeant W. T. Vriezelaar, Master Sergeant W. A. Floor, Staff Sergeant O.T. Fully and other personnel involved in this project be apprised of the contents of this correspondence.

BY ORDER OF THE COMMANDER:

/s/T/ R. T. MONTGOMERY
Brigadier General, USAF
Chief of Staff

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Hq 3510th Maint and Supply Gp, Randolph AFB, Texas HN 201.2 Subject: Letter of Appreciation

2AFMD 201.2 (19 Oct 53) 3d Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana 12 Nov 1953

TO: Commander, 38th Air Division, Hunter Air Force Base, Savannah, Georgia

Forwarded with pleasure and appreciation by this Headquarters. Request personnel responsible for the successful completion of project FB-38-652 be apprised of the contents of this correspondence.

BY ORDER OF THE COMMANDER:

/s/T/ KENNETH O. SAMBORN
Colonel USAF
Chief of Staff

ADCMDR 201.2 (19 Oct 53) 4th Ind

HEADQUARTERS 38TH AIR DIVISION, Hunter Air Force Base, Savannah, Georgia

TO: Commander, 308th Bombardment Wing, H, Hunter Air Force Base, Savannah, Georgia

It is a pleasure to forward the basic correspondence and indorsements. Request responsible personnel be apprised of the contents of this correspondence and please express my personal appreciation.

/s/T/ JOSEPH J. LAZZARO
Brigadier General, USAF
Commander

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DISPOSITION FORM

FILE NO.

SUBJECT: Recommended Amendment to 308th Wing Regulation 205-3

TO: 3WCMDR

FROM: Comdr, 308th Field Maint Squadron

DATE: 20 November 53

COMMENT NO. 1

Lt Col Schneck/596

1. Reference 308th Wing Regulation 205-3, dated 18 August 1953.

2. The above regulation makes no provision for our shop supervisors or Maintenance Officers to have access to 308th Wing Aircraft unless their name is on the original work order.

3. From time to time it is necessary for our supervisors and maintenance officers to have access to the aircraft in order to aid maintenance personnel already at the aircraft. In addition, I think it necessary and advisable to have the supervisors and maintenance officers visit the aircraft to check on work progress. This is particularly so on work that requires an expenditure of many man-hours such as, engine-change; fuel leaks; and surface changes.

4. When it is definitely known who will be needed at the aircraft, their name can be put on the work order. Request the regulation be amended to allow our supervisors and maintenance officers access at all times to aircraft where our personnel are working.

/s/T/ RALPH H. SCHNECK, Lt Colonl, USAF
Commander

14

TO: Comdr, 308th Field Maint Squadron

FROM: 3WEXO

DATE: 27 Nov 53

Comment # 2

Capt Hogg/603

1. This problem was considered at the time the wing regulation was published.

2. Inasmuch as the wing policy has always been to simply add names to existing work order already at the aircraft in each instance, the necessity for expanding this subject in the regulation was not favorably considered.

BY ORDER OF THE COMMANDER:

/s/T/ JOHN M. KIRKLIN, Major, USAF
Executive Officer

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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I.

Every hour of every day and night, men of our Strategic Air Command make dry-run A-bomb flights along the perimeter of the communist world. A Post correspondent who flew one of these 3000-mile missions takes you along with the men who man our outermost ring of defense.



308TH BOMB WING CREW

The 308th took off from Hunter Air Force Base, Savannah, Georgia, well within twelve hours "after the bell rang," as they say, its heavily loaded Superforts hauling themselves painfully off the ground at one-minute intervals and fading out into the east on individual flight plans. In the lead plane, loafing along as copilot, was the Old Man himself—Col. Maurice (Big Mo) Preston—the six feet three inches of his 230-pound frame so comfortably distributed that he sometimes seemed to be dozing. Preston has always appeared to be a little short on sleep, perhaps from losing so much in poker. But drowsiness did not keep him from hanging up the [illegible] record as commander of a B-17 division—for flying the most sorties and dropping the highest percentage of bombs for the greatest number of hits. He flew forty-three missions himself, a record for division commanders. As things stood at that moment, he was brooding about the chances of cracking some new kind of record in his coming African tour.

Stops at Bermuda and the Azores broke the long ocean flight. Planes were checked and fueled with all the precision of clockwork. Plans had been made by advance crews that came in two days before.

Big Mo had counted on tail winds to carry his plane across in less than seventeen hours but it was nearly twenty before the 130,000 pounds of Fort settled gingerly down at Sidi. Hardly had the last engine come to a coughing stop before an expedite from the base, armed with jugs of hot coffee, jeeped swiftly under the wing and saluted the aircraft commander. He handed over a schedule on which the crew would eat, bed down and report to posts for duty. Cargo was swiftly unloaded and sent speeding off to be stowed. Freed for checking and repairs, the Fort was refilled with fuel a half hour after arrival—standard operating procedure in case of surprise attack.

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As the bombers kept floating in, processing of crews and gear went on all around the clock. Checking in at their offices after a few hours' sleep, wing officers commanding the 1300-man ground organization found all furnishings and supplies in order—down to the name plates on their desks. As maintenance crews sleepily inhaled coffee, they were whisked by more expediters to their regular working positions. Soon the 800-man complex of machine shops, electric shops, welding shops, parachute shops and woodmills was operating with the smoothness of an aircraft factory. All seven squadrons were clicking—one headquarters, three combat and three support squadrons—every man back at his job, on another continent. Well within its time limit, the whole wing had been fed and bedded down, all airplanes had been checked and repaired, flight crews had been briefed and every one of the Superforts had lumbered into the air again for an all-out combat operation.

As soon as the heat of this maximum effort eased off, a few of the less occupied groundlings and crew members began grabbing a few hours' leave to check up on this strange Mohammedan country in which their bombers had let them down. Since I had a while to wait for my flight, I joined some of the crews in their city-bound safaris. Most of the first-time sight-seers like myself had half expected to jostle their way through Sahara camel trains and fight for sidewalk space with leering Humphrey Bogart characters from the nearby French Foreign Legion. So everybody did a heavy double-take on first look at the lush Moroccan countryside, with its grain and vineyards and olive groves and fields of yellow mustard—like a piece out of Southern France. We stared like unbelievers at sparkling white cities with ultramodern skyscrapers and shops.

"When they throw me out of my greenhouse," Rodriguez decided, "I know where to go for ground duty."

All over the base, people kept talking about the Arabian dancing girls, but nobody seemed to do much about them. The crews pleaded fatigue from their work, but the stark unvarnished truth appears to be that the wild-blue-yonder boys have turned into settled family types. Most of the off-hour sorties degenerated into shopping and sight-seeing tours.

Every other man in the Air Force is a camera fan these days, and the boys of 308 swarmed all over the countryside, shattering the nerves of the Arabs, who regard the camera lens as a species of evil eye. The subject matter was rich. Favorite shots were turbaned old men with leathery faces and grizzled beards like something out of the Bible. Commonest subjects were dark-skinned men of all ages in long-skirted, robe-like costumes topped off with tasseled red fezzes. But hardest of all to snap were the veiled females gliding along the streets and always turning from the camera the instant the shutter was clicked.

The boys bought souvenirs till I wondered how those jamb-packed old bombers would ever stagger back with them all. In the ancient walled markets of Fez, they haggled by the hour for hassocks and brass and leather and rugs. Some of them got so wound up in their haggling that they tried it back at the PX, but only drew cordial invitations to have their noggins examined.

The fliers' off-base conversation, much to my surprise, was little devoted to the fleshpots, but ran mostly to shop talk of bombers and good-natured ribbing of each other. This ribbing seems to be a way of sloughing off irritations that develop in constant, close association.

"You can't hit the jerk, so you laugh at him," as one of the airmen explained it.

I expected to hear a great beating of gums about the primitive recreational and living conditions at the base. These could be used to refute any charge that our troops live in clover abroad. Fast spending in the crash-construction days left little money for housing or sports fields or clubs beyond the Quonset make-do's that the troops threw up themselves. Quarters were all Dallas huts—pesky, peak-roofed little doll houses of wallboard that offer little resistance to thunderstorm or sirocco. But nobody seemed to work up much of a sweat about it. A cot and a tool kit were enough. These boys sleep with planes anyway.

Things are even more primitive at Nouasseur and Ben Guerir, the two other big Moroccan bases, but, as the French say, it marches. Like Sidi, both are operational, though a great deal of construction remains. Two other bases will complete the five-base complex considered necessary to provide maximum striking power. Altogether, the five would have a combined area of some sixty-two and a half square miles. If this seems like a potato patch, consider that the District of Columbia gets along with sixty-nine.

SAC bombers have been flying out of Morocco for a year and a half, and more than a quarter of a million men have already trained there. When they train, they train, for weather in sunny North Africa is clear 90 per cent of the time and, away from family duties, the crews fly day and night. Especially since SAC takes this opportunity to sock them with stiff periodic tests on which promotion is based. These come to a head with a maximum-accomplishment flight of the kind I took with Livesay, where navigator, radar observer, gunners and pilots all get themselves a workout.

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"You will fly from Sidi Slimane 734 miles southwest to the Canary Islands for celestial navigation," said the operations officer in the preflight briefing that morning. "Then double back to Agadir for gunnery; dog-leg to Marrakech for radar bomb runs and head into the Sahara to Ksar es Souk for visual bombing practice. To give you a little camera gunnery, we'll have some Sabrejets come out and shoot you up a bit before you come back into Sidi."

If such a flight as this had been straightened out in the direction of Russia, it might well have taken us out across the top of Algeria and Tunis, east across the Mediterranean to a point north of Crete, then northeast across the Aegean Sea, over the western tip of Turkey and then out over the Black Sea to the Crimea. Here using some spot in the Crimea as an initial point, we might have started a bombing run on Odessa.

The weather we had that night was just what the doctor ordered for hunting with an atom bomb—rain and clouds at all levels way up to 30,000 feet. We hadn't asked for the stuff, and everybody wished it would go away, but since we were stuck with it anyway, we might just as well use the cover. Water was coming down by the barrelful shortly before midnight when I jeeped out to the rickety wooden hut that served as squadron flight headquarters, already beginning to fill up with bulky figures clumping around in heavy flight boots. The boys in Squadron 374 are real pretty when they get ready to go up in the air, blue suits topped off with red leather flight caps, baseball type; each cap and flight jacket plastered full size with the squadron's hellish insigne—a menacing devil bat in vivid red, yellow and blue.

I sat down for a preflight briefing with members of the bombing crews, all but one of them veterans of Korean or European combat. Livesay, a sandy-blond young Scotchman, short on words, but long on dependability, has been a big-bomber pilot for nine years and is one of the best in the wing. Rodriguez, a russet-skinned Spanish-American with high cheekbones, had already served with Livesay on two Korean tours. Pongrace, the navigator, blond and thin of face, was also a veteran of Korea. Only Petty, on radar, with cap bill always turned up, looked and was a junior, but one of the best in his trade.

I was taken in tow by the squadron commander himself, Lt. Col. Giles (Honest Ave) Avriett, a sturdy Texas character with a mind of his own, who often showed up for cocktails in cowboy boots, loud-checked shirt and string tie. Ave rigged me out in flight suit, jacket, helmet and oxygen mask, and then stood looking at my feet with what amounted to a sneer.

"Oxfords!" he exploded. "Why, those flimsy things will come off the minute you hit the silk. Then how are you going to feel, walking around in the cactus in nothing but stocking feet?" With growing uneasiness I put on the flight boots he threw me, wishing he wouldn't talk as if bailing out were inevitable. The same thing went on when we got out to the plane, where the crew stood lined up in chutes and Mae Wests in the rain-streaked light beams of a couple of idling jeeps. Livesay was striding up and down, checking them out on their functions.

"Preflight report," he snapped.

"Preflight complete, sir," responded redheaded Jim Lane, the copilot. "I'm to ditch and crash in position. I exit through the pilot's escape window. I bail out through the nose-wheel hatch, following the engineer."

And so on down the line, through all the gruesome details of possible disaster. Finishing, Livesay turned and glowered thoughtfully at me. "Mr. Gustafson," he said firmly, "you will be the first to bail out."

"Yes, sir!" In my shock I responded with such snap that those on the crew line grinned.

Why did they have to make this thing so hellishly realistic?

We lifted up into the soup, over the high overcast and droned down the Moroccan coast toward the Canary Islands. Intensely uncomfortable in all my gear, I stretched out on the nose-wheel hatch cover behind the pilots and drowsily watched Pongrace as he worked industriously at his celestials, leaving his post occasionally to shoot the stars from the plastic dome toward the rear. Finally squirming out of my chute, I caught two or three uneasy hours of sleep, waking up with a start to a gigantic rat-rat-tat of what seemed to be air hammers whamming through the steel skin of the fuselage.

"Gunnery practice," said Livesay, out of the corner of his mouth.

While I slept, we'd been down to the Canaries and were now heading back up the African coast off Agadir, circling over a gunnery range in the empty ocean, almost hidden by clouds. If we had been flying to Odessa instead of dog-legging around North Africa, we would probably have been somewhere in the neighborhood of Bulgaria and our guns, now battering away on all quarters, might well have been shooting at interceptors sent up from a satellite base.

Soon the gunnery range was far behind, with Marrakech coming up ahead as the sun began to lift above the overcast and the intercom started to hum with navigational yackety-yak of members of the bombing team preparing for their run.

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"Radar, this is Navigator, over."

"Go ahead, Navigator; this is Radar."

"Wind is from 292 at 52 knots."

"Roger, 292 at 52 knots."

"This gives you a 13-degree right drift, with a ground speed of 258 miles."

"Roger, 13-degree drift, ground speed 258." Then, having figured the main variables that would affect the course of the bomber in its run, Petty remarked to Pongrace, "It appears to me that the initial point is out there about ten miles, right on heading."

"Roger, I get the same reading."

"Roger yourself; I can see this one," cut in Livesay, heading the Fort toward the tall peak and rolling out on course in the manner already described.

"A. C. to Radar, you now have the aircraft."

"Roger," Petty replied.

The scope was Petty's eyes. It showed a weird combination of blips and blobs from which he must pick out a target resembling the vague shape he'd studied in recon photos at the base.

In this case, his target resembled a magnified snowflake composed of fine crisscrossing lines—converging tracks of the switching yard. Security does not allow a description of the automatic-computer gun sight to which Petty fed in his data. But for purposes of illustration, let's imagine it's something like the well-known shooting-gallery gun sight where you center two cross-hairs on the target. When the vertical hair is right on, the plane is headed straight for its goal. When the horizontal hair is also on target, it's time to call "Bombs Away!"

Actually, this call is only an alert to the other members of the crew, for the bomb is dropped automatically by electrical impulse as red lights flash on the panels of the bomb team. In this case, where we had no bomb, the accuracy of the drop was calculated from an electronic impulse picked up by an evaluation team on the ground. If we had exploded a real A-bomb, we might have felt a buffet of air; otherwise, according to Livesay, the actual drop would have been just as uneventful as the practice run we'd just made.

"But if we were on an actual war mission," Livesay shouted in my ear, "we'd all be pretty busy right now, dodging flak and interceptors!"

Unless they had all-weather fighters, we wouldn't be too badly off up there in the clouds. However, according to recent intelligence reports, the Russians have them—and plenty. That's why our big bomber boys are jumping up and down to get into B-47's.

We were due to get a taste of what the interceptors could do to us as we came back to Sidi Slimane. But that was not in the cards. As Livesay headed for our visual target out in the Sahara and soared over billowing high clouds to maximum altitude, flight engineer Bob Swiger reported No. 4 engine in trouble. A few minutes later he reported that No. 1 had gone bad. Shortly after that Livesay began swearing and struggling with his steering controls.

"Can't seem to move the damned things," he groaned. "Guess they must be frozen."

After peering at dials and gadgets and shaking his head for a while, Livesay decided it would be the better part of valor to knock off early and go in.

But then, after a lot of chatter over the voice radio, Lane in the copilot's seat threw up his hands in disgust.

"Well, I'll be a duck-billed platypus," he burst out. "Sidi is all socked in. And so is every other blasted airport in North Morocco—Port Lyautey, Nouasseur and Casablanca. And a wreck on the main runway at Sidi."

Well, it couldn't happen to a nicer bunch of people, I said to myself. Two sick engines, frozen controls and all the airports closed. Might be a good time to get up and put that chute back on.

But I could have saved myself the effort, for, as Livesay circled down to 14,000 feet and began sweating out the low ceiling at Sidi, both engines and pilot controls—probably affected by the cold—came back to normal again. After stooging around interminably in the broken clouds, Livesay finally found an opening, and soon we were rolling solidly down that lovely, wide 10,000-foot runway with all the nice terra firma underneath.

"Boy, I've never been so beat up in my life," I told Livesay, as we all dropped wearily to the ground. "Just how many minutes does it take you to hit the sack?"

Behind me, Rodriguez laughed a hollow laugh, and I quickly found out why. Fully five hours went by before that glorious event took place. First, you stowed away a thousand and one pieces of gear, you filled out countless reports, and then you had the debriefing. You're briefed before you start a mission; debriefing undoes the process. It's a sort of aeronautical post-mortem to see if the flight was successful.

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By the time we got to bed, the crew had been up thirty hours and Livesay had been up thirty-six. The average SAC crew spends ten hours preparing for a flight, four hours inspecting aircraft and gear before take-off, twelve hours in the air and four hours on post-flight duties—that's a total of thirty hours. This crew flies at least once a week and also keeps office hours. With B-36's it's worse. The flights go to forty hours and the aircraft commander commonly stays up forty-eight hours at a stretch. If ranges continue to increase, they'll have to breed aircraft commanders by crossing people with owls.

Everybody in SAC hits the ball harder than any military I've met, and that goes for the ground people too. Crew chief Claude Vann, a bright-faced Negro lad from Savannah, told me he'd been averaging eleven hours a day seven days a week, and worked forty hours straight to get his plane up for "max effort." Vann's case was typical.

They tell you that SAC is the toughest branch of the service, yet none of them ask for a change. One of the reasons is pride, and another reason is money. Flight-crew members rise faster in SAC than anywhere else in the service. Kurte Thurmond, for example, went from first lieutenant to lieutenant colonel in three years. His four-man bomb crew is composed of two majors and two lieutenant colonels, and they average thirty-three years. There are thirty-two lieutenant colonels in the wing, most of them flying planes.

This policy is aimed at catching and holding the highest type of flier. SAC keeps them working together till they reach the peak of proficiency. Thurmond and his men, for example, have been flying as a crew for a little more than six years. They are the reason why SAC has improved its bombing accuracy 600 per cent in four years. Its strategists want to hit the aircraft factory this time instead of destroying the town. Then, too, it takes the best to handle the atom bomb. That's why the men in these select, war-ready wings live together, sleep together, eat together and stay near the phone at all hours, in case the call should come. Their attitude is illustrated by a sign in a SAC base office which says: THE BELL MAY RING THIS AFTERNOON.

Everybody in it swears that this command is the readiest branch of the service. There is a restless, never-ending drive which stems directly from "The Cigar"—Gen. Curtis LeMay, commander of SAC—and gives no thought to peace offensives. Every aircraft commander seems to have a private feeling that the bomb drop to save the world may depend entirely on him and that only he and his kind are keeping their country intact. Some of this feeling seems to have seeped up into higher Government circles, for up to the time this was written, economy pruners had refrained from cutting procurement of operational jet bombers.

The tour of the 308th was cut to a month by a change in the training schedule. But the wing threw itself into its thirty days' duty with a muscle-cracking abandon that was typical of SAC's drive. By the time it finished, the crews had given the Old Man the record he wanted—by piling up an average of 100 hours' flying time per crew—percentage-wise, more than any other wing that had ever trained in Africa. The best they'd ever done at home was a piddling little forty.

Before I knew what had happened, they had thrown their mobility plan into reverse and the bombers were lined up on the strip, taking off for home at precise five-minute intervals. As the last one faded into the sky, I stood there thinking that next week these bomb-toting globe-trotters might easily be in Tokyo or Iceland or Alaska. But the destination in the minds of all at the moment was pretty clearly indicated by a tattered slip of paper in my hand. It was a cable one young lieutenant had asked me to send his wife as I passed through Casablanca. Earlier marks on the tattered, dog-eared carbon of an ancient telegraph blank showed that the cable had been sent in other years from Hawaii and Newfoundland. It said:

"Honey, will be home tomorrow night; have only the radio on and keep that turned down low." THE END

THIS ARTICLE WAS TAKEN FROM THE OCTOBER, 24 1953 ISSUE OF-THE SATURDAY EVENING POST.

by Phil Gustafson

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Auth: CO 308th Bomb Wg.
3 Nov 53 A.R. Cary
Date Int.

REORGANIZATION PLAN

of

308TH BOMBARDMENT WING (M)

Hunter Air Force Base
Savannah, Georgia

M.A. PRESTON
COL. USAF
COMMANDER

A.R. CARY
LT. COL. USAF
COMPTROLLER

SECRET
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FOREWORD

THIS PAMPHLET IS PUBLISHED AS A MEANS OF DOCUMENTING PLANS FOR REORGANIZATION OF THE 308TH BOMBARDMENT WING AS A B-47 UNIT. ITS PURPOSE IS TWO-FOLD:

1. TO CONSOLIDATE PRESENTATION OF THE GENERAL PLAN AS IT APPLIES TO THIS UNIT.

2. TO PROVIDE A SOURCE OF INFORMATION TO OTHER UNITS EXPECTING REORGANIZATION.

AN ATTEMPT HAS BEEN MADE TO IDENTIFY THOSE FACTORS CONCERNED WITH MANNING, EQUIPPING AND TRAINING THE UNIT FOR EVENTUAL OPERATION AS A COMBAT ORGANIZATION. FACTORS RELATING BOTH TO THE B-47 AND THE KC-97 AIRCRAFT HAVE BEEN CONSIDERED. THE PROBLEM, AS PERTAINS TO THE KC-97 AIRCRAFT, HAS BEEN TREATED PRIMARILY AS A PROJECT COMPLETELY DIVORCED FROM THAT OF REORGANIZING THE REMAINDER OF THE WING UNDER B-47 T/O'S. HOWEVER, IT HAS BEEN NECESSARY TO GIVE MUTUAL CONSIDERATION TO THE PROBLEMS, AND TO SOME EXTENT, CONSIDER THE WHOLE REORGANIZATION AS A SINGLE PROBLEM, DUE TO THE FACT THAT PERSONNEL RESOURCES OF THE ENTIRE WING SERVE AS THE PRIMARY SOURCE FOR MANNING BOTH THE AIR REFUELING SQUADRON AND THOSE UNITS CONCERNED WITH THE B-47 PROGRAM.

SAC MANUAL 150-1 HAS BEEN USED AS THE BASIC GUIDE THROUGHOUT THE REORGANIZATION SUPPLEMENTED BY ACTION NECESSARY TO OVERCOME THE CHANGED AND UNPREDICTABLE CONDITIONS.

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DEFINITIONS

ACTIVATION DATE: The effective date the unit is organized by General Order under the appropriate tables.

REORGANIZATION DATE: The effective date the unit is reorganized by General Order, under the B/RB-47 Tables.

EQUIPPING DATE: The date on which the unit is scheduled to receive its first aircraft.

CONVERSION DATES

Activation Date of 308th Air Refueling Squadron - - - - - 8 July 1953

Reorganization Date - 25 September 1953

Equipping Date for KC-97 Aircraft - - - - - - - - - - - - 29 August 1953

Equipping Date for B-47 Aircraft - - - - - - - - - - - - - Unknown

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PART I
EQUIPMENT

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AIRCRAFT

Projected Gains and Losses

Year		1953							1954		
Month		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
B-29	On Hand	29	24	24	0	0					
	Phase Out	0	5	0	24	0					
B-47	On Hand										
	Input						0	18	22	0	5
KC-97	On Hand		0	1	15	21					
	Input			0	20	1					

Note: Projected input as per schedules estabilished in 2nd Air Force Programming Plan 28-53.

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SUPPLIES

Aircraft Support Spares and Supplies of Table II Items

Percent Complete

Year		1953							1954
Month		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
B-29	On Hand	94	90	76	60	51	See Footnote No. 1		
	Phase Out	0	4	18	34	43			
B-47 & KC-97	On Hand	3	5	25	50	See Footnote No. 2			
	Input					20	50	75	85

Note: No. 1 Table II and Expendables
No. 2 Table II only

Input percentage based on 30 day administration action plus 90 days pure supply action as shown in SAC Manual 150-1 and B-47 Planning Factors.

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SUPPLIES
Flyaway Kits

Includes Bins, Contents, and Bulk

Percent Complete

MONTH		Jun	Jul	Aug	Sept	Oct	Nov
B-29	On Hand	98	99	99	98	78	
	Phase Out				1	21	
B-47	On Hand	0	0	0	0	3	
	Input		U N K N O W N				
KC-97	On Hand	0	0	26	55		
	Input			15	45	75	90

Note: Estimated 3/4 of B-29 FAK interchangeable with B-47 Kit (as proposed)
B-29 FAK total items----------93,800
B-47 FAK total items (estimated)----------45,000
KC-97 FAK total items (estimated)----------34,000

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FLYAWAY ENGINES

Raw & Built-up Authorizations

Month		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
B-29	Required	18	18	18	18	0	0					
	Phase Out	0	0	0	0	18	0					
B-47	Required	0	0	0	0	0	0	16	36	36	39	
	Input						0	6	9	10	10	10
KC-97	Required	0	0	1	10	10						
	Input				0	4	4	2				

Note: Requirements extracted from SAC Regulation Chng 1, to 400-3, 8 Apr 53.

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SUPPLIES

Totals for B-47 and KC-97 Aircraft

Percent Complete

Month			Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Unit Essential Equipment	B-47	On Hand	0	0	62	73				
		Input				30	55	85	95	
	KC-97	On Hand			69	75				
		Input			15	45	75	90		
Unit Auth List And Base Support Equipment	B-29	On Hand	90	90	90	77	72			
		Input				13	18			
	B-47	On Hand				72	72			
		Input				30	55	85	95	
	KC-97	On Hand			80	82	87			
		Input			15	45	75	90		

Note: Input rates from SAC Manual 150-1, B-47 Planning Factors

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FUELS

Thousands of Gallons

YEAR		1953						1954				
MONTH		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
B-47	On Hand	9	18	809	2478							
	Input							1524	2397	2397	2397	2397
KC-97	On Hand	264	425	1568	1916							
	Input					52	104	144	180			

Note: Input represents minimum consumption requirements for scheduled flying hours.

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[illegible] FACILITIES

Percent Complete or Projected

YEAR			1953							1954
MONTH			Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan
Docks	B-29 Interim	Comp	100	100	100	100	30	0		
		Proj	100	100	100	100	30	0		
	KC-97 B-47 Interim	Comp	0	0	0	0	0			
		Proj	0	0	0	0	25	50	75	100
Operations Bldg.	Interim	Comp	0	25	50	50	75	75	75	
		Proj	0	25	75	75	75	75	75	
	Permanent	Comp	0	0	0	0	25	25	25	
		Proj	0	0	0	0	0	0	25	

Note: Above percentages reflect facilities as used by B-29 aircraft and/or conversions to B-47 and KC-97 aircraft.

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MOBILITY PLAN

Percent Completed and Projected

YEAR		1953							1954			
MONTH		Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
B-29	Comp	95	98	99	100							
	Proj	95	97	99	100							
B-47 & KC-97	Comp	20	25	30	35	40						
	Proj			20	30	40	50	60	70	80	90	98

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PART II

MANNING

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M A N N I N G

INTRODUCTION

The conversion of the wing from a B-29 organization to a B-47 combat unit presents numerous problems in manning. In broad general terms, the over-all problem may be identified as one of increased personnel requirements in certain occupational areas, sharp decreases in others, retraining and cross-training in still others and indoctrination of all personnel in the concepts of jet bomber operations, maintenance, supply and administration. The manning plan, as documented, attempts to present systematically the personnel problems confronting the wing i.e., the plan initially deals with the over-all wing manning effort, moves thence to the separate problems of personnel requirements for the KC-97 aircraft and the B-47 jet bombers, and in the final analysis, isolates and identifies those functional areas where critical shortages exist. Formal schooling, MTD, factory training and cross-training requirements are reflected [illegible] charts in Section J of the plan. Personnel who become surplus by reason of obsolete AFSC's and who cannot be effectively utilized within the wing, are reflected as overages and thus become potential losses to the wing. Known losses and gains are taken into consideration in determining wing personnel resources.

The tables incorporated under this section do not indicate phasing of manning levels at various stages, due to the fact that the vast majority of personnel reflected in the total resource available to the wing are presently assigned and necessary stages of retraining, indoctrination and cross-training are reflected under training in Section III. The plan does not consider medical personnel, since this organization is not involved in the over-all reorganization. In manning B-47 aircrews, an exception to the T/O authorization has been made, permitting the composition of each crew to consist of one (1) AFSC 1244, one (1) AFSC 1214 and one (1) AFSC 1524.

Single rated observers who become surplus after completion of conversion will be utilized to support AOB school quotas. Excess Flight Engineers with 1000 hours or more of four engine panel time will be reassigned to B-36 crews. Surplus Flight Engineers who do not meet this criteria, will be diverted to ground maintenance duties. Excess radio operators will automatically become available for reassignment to other medium and heavy bombardment crews; however, they will be utilized in other critical specialties in OJT status, pending receipt of information relative to requirements at other stations. In the event a requirement does not develop for their services at other stations, these individuals will continue cross-training into another specialty and will be reclassified when qualified in their new specialty. Excess gunners, who are not required on medium and heavy crews at other stations, will be cross-trained into other fields where shortages exist.

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B-47 AND B-29 T/O VARIATIONS

The chart on the following page is presented as a means of acquainting the reader with the variations between personnel authorizations under the B-47 T/O and that of the B-29. It depicts all changes by career field subdivision and readily identifies those areas where major deficiencies in manning arise, as a result of reorganization.

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AFSC	TITLE	B-47	B-29	VARIATION	2060	OVER/ SHORT
204	Intelligence	14	14	0	11	-3
271	Operations	7	7	0	7	
293	Communications Operations	26	86	60	47	+21
301	Radio and Radar Maintenance	77	43	43	52	-25
321	Bomb Navigation Systems	107	39	68	36	-71
322	Bomb Navigation Systems				12	+12
323	Gunnery Systems	64	150	86	237	+23
401 & 2	Office Equipment Maintenance	2	2	0	2	0
403	Camera Repair	12	15	3	7	-5
404	Optical, Watch & Clock, Electrical and Mechanical Instrument Repair	35	9	24	7	-25
423	Acft Prop Repair	7	20	13	16	+9
424	Mechanical Accy & Equipment	2	2	0	2	0
425	Acft Hyd Maint	23	13	10	13	-10
426	Acft Elec Accy Repair	15	17	2	9	-6
431	Acft Maintenance	710	656	54	630	-80
432	Flight Engineers	25	55	30	44	+19
433	Jet Eng Overhaul	17	0	17	0	-17
462	Weapons Maintenance	39	22	17	20	-19
471	Vehicle Maintenance	35	20	15	21	-14
531	Machinist	8	5	3	10	+2
532	Metal Processing	6	5	1	10	+4
534	Airframe Repair	44	39	5	24	-20
552	Wood Workers & Painters	7	7	0	6	-1
581	Fabric and Leather and Rubber	26	16	10	19	-7
582	Rubber Products	2	3	1	2	0
603	Transportation	12	9	3	9	-3
641	Supply	66	58	8	56	-10
702	Administration	84	83	1	70	-14
721	Information	1	1	0	0	-1
731	First Sergeant	8	8	0	8	0
732	Personnel & Classification	37	35	2	37	0
801	Management	2	2	0	1	-1
802	Production	2	2	0	3	+1
831	Statistical	2	0	2	0	-2
993	Drafting	5	8	3	6	+1
995	Radiological	1	2	1	0	-1

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B-47 AND KC-97 AUTHORIZATIONS VS RESOURCES

The charts on pages 15 through 20 represent an application of all available personnel resources against T/O authorization for a B-47 Wing having an Air Refueling Squadron assigned and equipped with KC-97 type aircraft. It indicates projected utilization of personnel by AFSC but does not define, in the case of personnel projected for an assignment in an alien AFSC, whether the individual will attend formal school or will OJT into the new specialty. This apparent deficiency is covered by charts indicating training projections under Section III. It will be noted that both critical shortages and surpluses are identified and that these shortages/overages represent a relatively true status since all retrainable personnel have been applied against existing deficits. Known inputs and losses have been considered in determining the total resources available in each specialty.

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B-47 and KC-97 AUTHORIZATIONS vs RESOURCES

AFSC	TITLE	ASGD	INPUT	BALANCE	20450	20451	20470	20471	27170	29353	29370	30130	30131	30150	30151	30170	30171	32130E	32150B	32150C	32150D	32150E	32170	32171E	32330C	32350C	32370	32371C	TOTAL UTILIZED	BALANCE	OVER
					5	1	6	2	7	25	1	5	4	26	17	13	12	6	3	6	3	50	6	33	6	36	8	14			
20430	Intell Specl	2		2			2																						2	0	
20450	Intell Specl	2		2			2																						2	0	
20451	Photo Intrp Specl	2		2	1	1																							2	0	
20451	Photo Intrp Specl	2		2	1			1																					2	0	
20470	Intell Supv	2		2			2																						2	0	
20471	Intell Tech	1		1				1																					1	0	
		11		11	2	1	6	2																					11		
27130	Air Opns Specl	1		1					1																				1	0	
27170	Air Opns Supv	6		6					6																				6	0	
		7		7					7																				7		
29333	Abn Rad Opr	16		16																									0	16	16
29353	Abn Rad Opr	29		29						25																			25	4	4
29370	Rad Opn Supv	1		1							1																		1	0	
29373	Abn Rad-ECM Opr	1		1																									0	1	1
		47		47						25	1																		26	21	21
30130	Abn Elec-Com Equip	2	1	3								3																	3	0	
30150	Abn Elec-Com Equip	18	3	21										19				2											21	0	
30151	Abn Elec Nav Equip	19	2	21									4		15			2											21	0	
30170	Abn Elec Nav Supv	7		7												7													7	0	
30171	Abn Elec Nav Tech	4		4													4												4	0	
30171B	Abn Elec Nav Tech	1		1													1												1	0	
30230	ECM Maint	3		3								2						1											3	0	
30250	ECM Maint	5		5										1				4											5	0	
30270	ECM Maint Supv	1	1	2										2															2	0	
		60	7	67								9	4	22	15	7	5	5											67		
32130A	'M' Series Bm Sight	6		6																									0	6	6
32130E	K SeriesStabOptics	1	1	2															2										2	0	
32150A	'M' Series Bm Sight	7		7																									0	7	7

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32150G	'Q' 23 Sys	16		16												16									16	0	
32170	Bm Nav Sys Supv	5		5																5					5	0	
32171G	'Q' 23 Sys Tech	1		1																	1				1	0	
32230A	E-1 Series Sys	12		12												7									7	5	5
32330A	Tur Sys B-36	1		1																					0	1	1
32330F	Tur Sys B-29	13		13																					0	13	13
32331A	Gunner B-36	8		8																					0	8	8
32331F	Gunner B-29	25		25																					0	25	25
32350F	Tur Sys B-29	10		10																					0	10	10
32351F	Gunner B-29	175		175																					0	175	175
32370	Tur Sys Supv	3		3																				3	3	0	
32372A	Gunner B-36	1		1																					0	1	1
32372F	Gunner B-29	11		11																					0	11	11
		295	1	296												23	2			5	1			3	31	265	265
	TOTAL	420	8	428	2	1	6	2	7	25	1	9	4	22	15	7	28	2			5	1			3	145	283	283
	OVER											4					16													
	SHORT				3									4	2	6			1	6	3	50	1	32	6	36	5	14			

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B-47 AND KC-97 AUTHORIZATIONS VS RESOURCES

AFSC	TITLE	ASGD	INPUT	BALANCE	43131 B	43131 J	43132 A	43133	43134 B	43136	43151 B	43151 J	43152 A	43153	43154 B	43156	43159 P	43170	43171 B	43171 J	43179 P	43271 B	43332	43352	43372	43373		TOTAL UTILIZED	BALANCE	OVER
					26	20	16	13	4	5	41	63	73	182	44	17	25	41	42	73	25	25	3	12	1	1				
43010	Acft Maint	16		16																								0	16	16
43131 B	Acft Mech 97	104	1	105	26	20		3							18													67	38	38
43131 D	" " C-47	2		2																								0	2	2
43131 H	" " T-33	42		42		27		10				5																42	0	0
43131 J	" " B-47	137	31	168		7						45		101									3	12				168	0	0
43132 A	Eng Mech 97	12	1	13			13																					13	0	0
43132 B	" " B-29	49		49										41														41	8	8
43134 B	Acft Elec	15		15					4						11													15	0	0
43136	" Instru	2		2						2																		2	0	0
43151 B	" Mech 97	29		29							19	10																29	0	0
43151 H	" " T-33	3		3								3																3	0	0
43151 W	Flt Mech	1		1																								0	1	1
43152 A	Eng Mech 97	10		10									10															10	0	0
43152 B	" " B-29	91		91							22			40										1				63	28	28
43153	" " B-47																													
43154 B	Acft Elec	15		15											15													15	0	0
43156	" Instru	8		8												8												8	0	0
43159 P	IFR Specl	2		2																	2							2	0	0
43170	Maint Supv	37		37														37										37	0	0
43171 B	" Tech 97	43		43															8	34						1		43	0	0
43171 D	" " C-47	4		4															4									4	0	0
43171 E	" " B-17	1		1															1									1	0	0
43171 H	" " T-33	1		1																1								1	0	0
43179 P	IFR Specl	5		5																	5							5	0	0
43271 B	F/E 97	2		2																		2						2	0	0
43271 D	" B-29	42		42																		23						23	19	19
	TOTAL	673	33	706	26	54	13	13	4	2	41	63	10	162	44	8	0	37	13	35	7	25	3	12	1	1		594	112	112
	OVER					34																								
	SHORT						3			3			63			9	25	4	29	36	18										

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B-47 and KC-97 Authorizations Vs Resources

AFSC	TITLE	ASGD	INPUT	BALANCE	46230	46250	46270	47131	47134	47135	47151	47154	47155	47171	53130	53150	53170	53171	53230	53250	53270	53430	53450	53471	53470	TOTAL UTILIZED	BALANCE	OVER
					3	28	3	4	3	4	15	6	2	1	2	2	2	2	2	3	1	12	25	5	2			
46230	Apns Mech	2		2	2																					2	0	
46250	" "	15		15		15																				15	0	
46270	" Supv	3		3			3																			3	0	
		20		20	2	15	3																			20	0	
47131	Auto Mech	3		3				3																		3	0	
47135	Veh &Mtr Equip Elec	3		3						3																3	0	
47150	Constr Equip	2		2					2																	2	0	
47151	Auto Mech	5		5							5															5	0	
47154	Veh&Mtr Equip	5		5								5														5	0	
47155	" " " Elec	2		2									2													2	0	
47171	Veh Maint Tech	1		1										1												1	0	
		21		21				3	2	3	5	5	2	1												21	0	
53010	Metal Wkr Hlpr	1		1																						0	1	
53130	Machst	1		1											1											1	0	
53150	"	4		4											1	2										3	1	
53170	Mach Shop Supv	2		2													2									2	0	
53230	Mtl Processg	5		5															2							2	3	
53171	Mstr Machst	2		2														2								2	0	
53250	Mtl Processg	3		3																3						3	0	
53270	" " Supv	1		1																	1					1	0	
53271	" Tech	1		1																						0	1	
53430	Airframe repmn	8		8																		8				8	1	
53450	" "	10		10																			10			10	0	
53470	" Rep Supv	5		5																				3	2	5	0	
53471	" Tech	1		1																				1		1	0	
		44		44											2	2	2	2	2	3	1	8	10	4	2	38	6	
	TOTAL	85		85	2	15	3	3	2	3	5	5	2	1	2	2	2	2	2	3	1	8	10	4	2	79	6	
	OVER																											
	SHORT				1	13	5	1	1	1	10	1										4	15	1				

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B-47 and KC-97 Authorization vs Resources

AFSC	TITLE	ASGD	INCUM	BALANCE	58130	58131	58150	58151	58170	58250	60330	60350	55230	55231	55250	55251	TOTAL UTILIZED	BALANCE	OVER
					2	1	4	10	4	2	1	11	1	1	2	3			
58010	Fab, Lea, & Hub	1		1	1												1	0	
58130	Frcht Rpr	3		3	1		2										3	0	
58131	Fab & Lea Wkr	7		7		1		6									7	0	
58150	Frcht Rpr	4		4			4										4	0	
58151	Fab & Lea Wkr																		
58170	Frcht & Lea Supv	4		4					4								4	0	
58230	Rubber Prod	2		2						2							2	0	
58250	Rubber Prod																		
		21		21	2	1	6	6	4	2							21		
60310	Mtr Trans Hlpr	6		6							1	5					6	0	
60330	Veh Optr																		
60350	Veh Optr	3		3								3					3	0	
		9		9							1	8					9		
55230	Wd Wkr	2		2									1				1	1	
55231	Painter	1		1										1			1	0	
55250	Wd Wkr	2		2											2		2	0	
55251	Painter	1		1												1	1	0	
		6		6									1	1	2	1	5	1	
	TOTAL	36		36	2	1	6	6	4	2	1	8	1	1	2	1	35	1	
	OVER																		
	SHORT						3	4				3				2			

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B-47 & KC-97 AUTHORIZATIONS vs ASSIGNED AFSC'S

AFSC	TITLE	ASSIGNED	INPUT	BALANCE	64010	64131	64151	64171	64173	64175	70230	70250	70251	70270	73170	73230	73231	73250	73251	73270	80170	80270	80271	83150	99350	99570	TOTAL UTILIZED	BALANCE	OVER
					1	13	41	1	9	1	24	53	2	5	8	4	2	8	10	3	2	1	1	2	5	1			
64010	Supply Hlpr	4		4	1	3																					4	0	
64131	Supply Specl	12		12		10	2																				12	0	
64151	Supply Specl	27		27			27																				27	0	
64152	Supply Recs	1		1			1																				1	0	
64171	Warehouse Supv	1		1				1																			1	0	
64172	Supply Insp	1		1					1																		1	0	
64173	Orgn Supply	8		8					8																		8	0	
64174	Supply Recs Supv	1		1			1																				1	0	
64175	St Control	1		1						1																	1	0	
		(56)		(56)	(1)	(13)	(39)	(1)	(9)	(1)																	(56)		
70010	Adm Hlpr	6		6							6																6	0	
70230	Clerk	12		12							12																12	0	
70250	Clerk	45		45								45															45	0	
70251	Steno																6												
70270	Adm Supv	7		7								2		5													7	0	
		(70)		(70)							(12)	(47)		(5)													(70)		
72171	Historical Tech																												
73170	Career Guid Supv	8		8											8												8	0	
73230	Class Specl	1		1												1											1	0	
73231	Pers Specl	4		4												2	2										4	0	
73250	Class Specl	9		9												1		8									9	0	
73251	Pers Specl	12		12															10	2							12	0	
73270	Pers Tech	1		1																1							1	0	
		(35)		(35)											(8)	(4)	(2)	(8)	(10)	(3)							(35)		

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80270	Fdn Sched Tech	1		1																	1					1	0		
80271	Mat Est Tech	1		1																		1				1	0		
83150	Stat Specl																													
99350	Draftsman	6		6																				5		5	1			
99370	Draftsman	1		1																						0	1			
99550	Radol Tech	1		1																					1	1	0			
90630	Med Matr Apr	1		1																						0	1			
		(11)		(11)																	(1)	(1)		(5)	(1)	(8)	(3)			
	TOTaL	172		172	1	13	31	1	9	1	18	47		5	8	4	2	8	10	3		1	1		5	1	169	3		
	OVER																													
	SHORT						10				6	6	2								2			2						

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B-47 AUTHORIZATION VS RESOURCES

The charts on pages 22 through 27 reflect the personnel resources of the wing applied against the T/O authorization for a B-47 wing, less an Air Refueling Squadron. It identifies shortages and overages after all retrainable personnel have been applied to appropriate AFSC for cross-training.

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3.47 AUTHORIZATIONS vs SERVICES

AFSC	TITLE	ASSIGNED	INPUT	AUTHORIZED	20430	20451	20470	20491	27150	30250	30350	30370	30450	30470	30490	31150A	31150B	31150C	31150D	31150E	31150F	31150G	31150H	31150J	31150K	31150L	TOTAL UNITED	B.LANK	OVER
					4	-	3	2	-	-	1	-	26	1	-	-	-	-	1	50	6	33	5	30	8	24			
20430	Intell Specl	2		2			2																				2	0	
20450	Intell Specl	2		2			2																				2	0	
20451	Photo Intrp Sp	2		2	1	1																					2	0	
20451	Photo Intrp Sr	2		2	1			1																			2	0	
20470	Intell Supv	2		2			2																				2	0	
20471	Intell Anal	1		1				1																			1	0	
27150	Air Crew Specl	1		1					1																		1	0	
30250	Inform Supv	5		5					3																		3	2	
30350	Opn Anl Clk	8		8																							0	8	8
30353	Opn Anl Mgr	23	1	23						2		2															9	14	14
30370	Tech Cnp Supv	1		1							1																1	1	
30371	Opn Anl Supv																												
30450	Opn Anl-Cryptlgt	3	1	3							3																3	0	
30450	Opn Anl-Intrp	14	3	23									19			2											21	0	
30451	Opn Anl-Cryptlgt	13	7	22								8															22	0	
30470	Ops Anl Supv	2		2											2												2	0	
30471	Opn Anl Tech	4		4												4											4	0	
30471A	Opn Anl Tech	1		1												1											1	0	
30490	AOC Maint	3		3												1											3	0	
30490	AOC Maint	5		5																3							5	0	
30490	AOC Maint Supv	1	1	2																2							2	0	
31150A	Cryptlgt-Sight	6		6																							0	6	6
31150B	Cryptanltc Spclt	1	1	2													2										2	0	
31150C	Cryptlgt-Sight	7		7																							0	7	7
31150D	Cryptlgt	16		16													1			15							16	0	
31150E	Cryptlgt-Supv	5		5																5							5	0	

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B-47 Authorizations vs Resources

AFSC	TITLE	AUTH	INCUM	BALANCE	40130	40150	40330	40350	40370	40431	40453	40470	40471	42330	42350	42371	42430	42450	42538	42550	42570	42571	42630	42650	42670	42671	OUTSTANDING	Salaries	OV/R
					1	1	1	3	3	4	23	3	4	1	5	1		1	4	1	1	3	1	3	1	3			
40210	Instr Supv	1		1																							1	1	1
40130	Ofl Machine	1		1		1																					1	0	
40330	Camera Repmn																												
40350	Camera Repmn	6		6				6																			6	0	
40370	Camera Repmn	1		1					1																		1	0	
40431	Watch & Clock	3		3						3																	3	0	
40432	Mech Instr																												
40433	Elec Instr																												
40451	Watch & Clock	2		2						2																	2	0	
40453	Elec Instr																												
40470	Instr Supv	1		1								1															1	0	
40471	Instr Tech	1		1									1														1	0	
42330	Prod Tech	4		4										1													1	3	3
42350	Proj Tech	8		8											5												5	3	3
42370	Prop Supv	3		3																							0	3	3
42371	Proj Tech	2		1												2											1	0	
42430	Tech Acty	1		1														1									1	0	
42450	Tech Acty	1		1														1									1	0	
42538	Avd Tech	5		5															4	1							5	0	
42550	Syt Mech	4		4																4							4	0	
42570	Syt Supv	1		1																	1						1	0	
42571	Syt Tech	3		3																		3					3	0	
42630	Elec Acty	2		2																			2				2	0	
42650	Elec Acty	3		3																				3			3	0	
42630	Elec Acty	1		1																				1			1	0	
42670	Elec Supv	1		1																					1		1	0	
42671	Elec Tech	2		2																						2	2	0	
TOTAL	TOTAL	50		50		1		6	1	5		1	1	1	5	1		2	4		1	3	2	4	1	2	31	0	9
	OVER									1																			
	SHORT				1			2	2		23	1	3											4		3			

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B-47 AUTHORIZATIONS Vs RESOURCES

AFSC	T I T L E	ASGD	INCMG	BALANCE	43131J	43133	43134B	43136	43151J	43153	43154B	43155	43170	43171J	43232	43252	43272	43273	TOTAL UTILIZED	AUTHS	OVER
					20	13	4	5	63	182	44	8	29	36	3	12	1	1			
43010	Acft Maint	8		8															0	8	8
43131B	Acft Mech B7	56	1	57	20	3					18								41	16	16
43131D	Acft Mech C-47																				
43131H	Acft Mech T-33	42		42	27	10			5										42	0	0
43131W	Acft Mech B-47	139	27	166	7				45	101					3	12			168	0	0
43132A	Eng Mech B7	6	1	7															0	7	7
43132B	Eng Mech B-29	49		49						41									41	8	8
43134B	Acft Elec	15		15			4				11								15	0	0
43136	Acft Instru	2		2				2											2	0	0
43151B	Acft Mech B7	24		24					10										10	14	14
43151H	Acft Mech T-33	3		3					3										3	0	0
43151W	Flt Mech	1		1															0	1	1
43152A	Eng Mech B7	8		8															0	8	8
43152B	Eng Mech B-29	80		80						40							1		41	39	39
43153	Eng Mech B-47																				
43154B	Acft Elec	15		15							15								15	0	0
43156	Acft Instru	8		8								8							8	0	0
43159P	IFR Specl	2		2															0	2	2
43170	Maint Supv	29		29									29						29	0	0
43171B	Maint Tech B7	39		39										35				1	36	3	3
43171D	Maint Tech C-47	4		4															0	4	4
43171W	Maint Tech B-17	1		1															0	1	1
43171H	Maint Tech T-33	1		1										1					1	0	0
43179P	IFR Specl	5		5															0	5	5
43271B	F/E B7																				
43271D	F/E B-29	26		26															0	26	26
	TOTAL	561	33	594	54	13	4	2	63	182	44	8	29	36	3	12	1	1	452	142	142
	OVER				34																
	SHORT							3				9	10	37							

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B-47 AUTHORIZATIONS vs RESOURCES

		ASGD	INPUT	BALANCE	46230	46250	46270	47131	47134	47135	47151	47154	47155	47171	53130	53150	53170	53171	53230	53250	53270	53430	53450	53470	53471	TOTAL UTILIZED	BALANCE	OVER
					3	28	8	4	3	4	14	6	2	1	2	2	2	2	2	3	1	12	25	2	5			
46230	Wpns Mech	2		2	2																					2	0	
46250	Wpns Mech	15		15		15																				15	0	
46270	Wpns Supv	3		3			3																			3	0	
47131	Auto Mech	3		3				3																		3	0	
47135	Veh&Mtr Equip Elec	3		3						3																3	0	
47150	Constr Equip	2		2					2																	2	0	
47151	Auto Mech	4		4							4															4	0	
47154	Veh & Mtr Equip	5		5								5														5	0	
47155	Veh&Mtr Equip Elec	2		2									2													2	0	
47171	Veh Maint Tech	1		1										1												1	0	
53010	Metal Wkr Hlpr	1		1																						0	1	1
53130	Machst	1		1											1											1	0	
53150	Machst	4		4											1	2										3	1	1
53170	Mach Shop Supv	2		2													2									2	0	
53171	Master Machst	2		2														2								2	0	
53230	Mtl Processg	5		5															2							2	3	3
53250	Mtl Processg	3		3																3						3	0	
53270	Mtl Processg Supv	1		1																	1					1	0	
53271	Mtl Tech	1		1																						0	1	1
53430	Afrm Repmn	8		8																		8				8	0	
53450	Afrm Repmn	10		10																			10			10	0	
53470	Afrm Rep Supv	5		5																				2	3	5	0	
53471	Afrm Tech	1		1																					1	1	0	
	TOTAL	43		43	2	15	3	3	2	3	4	5	2	1	2	2	2	2	2	3	1	8	10	2	4	37	6	6
	OVER																											
	SHORT				1	13	5	1	1	1	10	1										4	15		1			

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P-47 AUTHORIZATIONS vs RESOURCES

AFSC	TITLE	ASSIGNED	INIT	BALANCE	58130	58131	58150	58151	58170	58230	58250	60350	55230	55231	55250	55251	TOTAL UTILIZED	BALANCE	OVER
					2	1	9	11	4	2	1	11	1	1	2	3			
58010	Fab, Lea, Rubber	1		1	1												1	0	
58130	Frcht Hdlr	3		3			2										3	0	
58131	Fab & Lea Wkr	7		7		1		6									7	0	
58150	Frcht Hdlr	4		4			4										4	0	
58151	Fab & Lea Wkr																		
58170	Frcht & Lea Supv	4		4					4								4	0	
58230	Rubber Prod	2		2						2							2	0	
58250	Rubber Prod																		
60310	Mtr Trans Hlpr	6		6							1	5					6	0	
60330	Veh Optr																		
60350	Veh Optr	3		3								3					3	0	
55230	Wood Wkr	2		2									1				1	1	1
55231	Painter	1		1										1			1	0	
55250	Wood Wkr	2		2											2		2	0	
55251	Painter	1		1												1	1	0	
	TOTAL	36		36	2	1	6	6	4	2	1	8	1	1	2	1	35	1	1
	OVER																		
	SHORT						3	4				3				2			

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AFSC	TITLE	AUTH	IN-CT	BALANCE	64010	64113	64151	64171	64172	64173	64174	64175	70230	70250	70270	73170	73230	73231	73250	73251	73270	80270	80271	81150	99350	99370	99550	99630	Special Duties	Excess	Over
64010	Supply Helper	4		4	1	3																							4	0	
64113	Supply Specl	16		17		10																									
64151	Supply Specl	22		22			22																								
64152	Sup Mgmt Specl	1		1			1																						1	0	
64171	Base Supv	1		1				1																					1	0	
64172	Supply Insp	1		1					1																				1	0	
64173	Opns Supply	7		7					7																				7	0	
64174	Sup Tech Supv	1		1			1																						1	0	
64175	Jt Control	1		1						1																			1	0	
70010	Adm Hlper	6		6							6																		6	0	
70230	Clk	11		11							11																		11	0	
70250	Clk	44		44								44																	44	0	
70251	Steno																														
70270	Adm Supv	7		7								2	5																		
72171	Info																														
73170	First Sgt	7		7										7															7	0	0
73230	Class Specl																														
73231	Pers Specl	4		4											2	2													4	0	
73250	Class Specl	8		8											1		7												8	0	
73251	Pers Specl	11		11														9	2										11	0	
73270	Pers Tech	1		1															1										1	0	
80270	Sup Manned Tech	1		1																1									1	0	
80271	Mat Sat Tech	1		1																	1								1	0	
81150	Stat Specl																														
99350	Draftsman	5		5																					4				4	1	1
99370	Draftsman	1		1																									0	1	1
99550	Model Maker	1		1																									1	0	
99630	Mod Mstr spr	1		1																									0	1	1
	Total	157		157	1	13	24	1	8	1	17	46		5	3	2	7	9	3		1	1		4	1	154	3	
	OVER				1	2																									2
	SHORT						12				4	4								2											

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P-47 AUTHORIZATIONS vs RESOURCES

AFSC	TITLE	ASSIGNED	INCMT	BALANCE	58130	58131	58150	58151	58170	58230	58250	60350	55230	55231	55250	55251	TOTAL UTILIZED	BALANCE	OVER
					2	1	9	10	4	2	1	11	1	1	2	3			
58010	Fab, Lea, Rubber	1		1	1												1	0	
58130	Frcht Hdlr	3		3			2										3	0	
58131	Fab & Lea Wkr	7		7		1		6									7	0	
58150	Frcht Hdlr	4		4			4										4	0	
58151	Fab & Lea Wkr																		
58170	Frcht & Lea Supv	4		4					4								4	0	
58230	Rubber Prod	2		2						2							2	0	
58250	Rubber Prod																		
60310	Mtr Trans Hlpr	6		6							1	5					6	0	
60330	Veh Optr																		
60350	Veh Optr	3		3								3					3	0	
55230	Wood Wkr	2		2									1				1	1	1
55231	Painter	1		1										1			1	0	
55250	Wood Wkr	2		2											2		2	0	
55251	Painter	1		1												1	1	0	
	TOTAL	36		36	2	1	6	6	4	2	1	8	1	1	2	1	35	1	1
	OVER																		
	SHORT						3	4				3				2			

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KC-97 AUTHORIZATION VS RESOURCES

The chart on the following page deals entirely with manning of the Air Refueling Squadron and those functions in the Field Maintenance and Periodic Maintenance Squadrons concerned with maintaining KC-97 aircraft. Personnel resources within the wing and 38th Air Division, in the case of 4360 Engine Specialists, will be utilized to man respective organizations to strength in AFSC's indicated. The fact that no overages are reflected on the chart can be attributed to the fact that the Air Refueling Squadron is in its initial manning phase and personnel are projected into the Unit against T/O Authorization only.

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MANNING

KC-97 AUTHORIZATION vs ME (MACR)

AFSC	TITLE	AUTH	INPUT	BALANCE	00450	20470	27170	29153	40118	40130A	40151	40153	40154	40170	40172B	40174	40175	40176	40177	40178	40179	40272	40273	40276	40277	40278	40279	40280	40282	40283	40284	40285	40286
					1	1	1	25	26	16	41	23	5	4	18	25	25	1	1	2	5	3	1	3	1	1	1	2	1	1	1	2	1
20450	Intell Specl	0																														
20470	Intell Supv	0																														
27170	Opns Supv	1		1			1																									
29333	Abn Rad Opr	8						8																								
29353	" " "	6						6																								
29373	" " ECM Opr	1		1				1																								
40171 F	Gunner B-29	2											2																			
40351 F	" "	24					2						22																			
40376 F	" "	4											4																			
40376 A	" B-36	1											1																			
43010	Acft Maint	8							8																							
43131 D	" Mech C-97	2		2					2																							
43131 B	" " KC-97	48							14		34																					
43132 A	Eng " "	18								18																						
43139 P	IPR Specl	0																														
43151 B	Acft Mech 97	5									3				2																	
43152 A	Eng " "	13						13				13																				
43153 B	" " " KC-97	11									4				7																	
43153 P	IPR Specl	7													7																	
43170	Maint Supv	6												2	4																	
43173 B	" Mech 97	4													4																	
43179 P	IPR Specl	5														5																
43179 N	" "	1														1																
43271 B	F/E KC 97	2															2															
43271 D	" B-29	16															16															
47151	Auto Mech	1																1														
64010	Supply Mgr	0																														
64131	Supply Specl	2																		2												
64151	" "	5																			5											
64173	" Supv	1																				1										
70270	Clk	1																					1									
70250	"	1																						1								
73170	W/Mgt	1																							1							
73231	Pers Specl	1																									1					
73250	Class Specl	1																										1				
73251	Pers Specl	1																											1			
99350	Draftsman	1																														1
	TOTAL	200				1	15	24	18	4	1	12	31	4	17	8	18	1		2	5	3	1	1	1		1	1	1			

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CRITICALLY SHORT AREAS

The conversion of this Wing from a B-29 organization to a B-47 combat unit has created twelve (12) critically short areas - Radio and Radar Maintenance, Bomb Navigation Systems, Gunnery Systems, Intricate Equipment Maintenance, Hydraulics Maintenance, Aircraft Electricians, Aircraft Engine Mechanics, B-47, IFR Specialists, Airframe Repairmen, Weapons Maintenance, Vehicle Maintenance and Aircraft Instrument Repair.

Shortages in the Radio Maintenance will be temporarily alleviated by the transfer of surplus Airborne Radio Operators from the Tactical Squadrons to the Radio Maintenance Shop. Surplus Airmen possessing a Radar background, who have been trained in Q-23 and E-1, will be readily cross-trained in "K" Series Systems. (See pages Nos. 15 and 31.)

Shortages existing in the Electrical Instrument Repair will be decreased by training five (5) Watch and Clock Repairmen, thirteen (13) "M" Series Bomb Sight Technicians and twelve (12) Aircraft General Mechanics. No resources are available from within the Wing to fill vacancies in the Camera Repair Section; the same holds true for vacancies existing in the Hydraulics Maintenance Shop. The shortage of Aircraft Electricians will be alleviated eventually through the cross-training of KC-97 General Aircraft Mechanics. (See page No. 33.)

High caliber surplus Gunners from this Wing and the Second Bombardment Wing will be trained through OJT and MTD into the Refueling Specialties. B-47 General Aircraft Mechanics will be utilized as Airframe Repairmen until qualified personnel are received from outside resources. The shortage existing in the Weapons Maintenance Field presents no problem, as surplus Gunners can be readily cross-trained into this area. The Vehicle Maintenance personnel and equipment have been consolidated and transferred to the Field Maintenance Squadron, in line with present concepts of centralization of this activity. Shortages in this field will be filled from 38th Air Division resources.

The shortage of Aircraft Engine Mechanics, B-47, will be alleviated through an input of personnel from Training Command and the cross-training of B-47 General Mechanics. Aircraft Engine Repairmen, Specialized Overhaul Engine Personnel will be acquired through cross-training of the higher type of Aircraft Maintenance Personnel presently assigned to this Wing. (See page No. 17.)

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MANNING

| AFSC | TITLE | ASG | (Auth) | Valid | 30130 | 30150 | 30151 | 30170 | 30171 | 30173 | 32130 | 32130A | 32130B | 32150 | 32150A | 32150B | 32170 | 32172 | 32250 | 32251 | 32252 | 32253 | 32270 | 32271 | 32272 | 32273 | 32274 | 32275 | 32276 | 32277 | 32278 | 32279 | 32290 | 32291 | 32292 | 32293 | 32294 | 32295 | 32296 | 32297 | 32298 | 32299 | 32370 | 32372 | 32373 | 32374 | 32375 | 32376 | 32377 | 32378 | 32379 | 32390 | 32391 | 32392 | 32393 | 32394 | 32395 | 32396 | 32397 | 32398 | 32399 | 32470 | 32471 | 32472 | 32473 | 32474 | 32475 | 32476 | 32477 | 32478 | 32479 | 32490 | 32491 | 32492 | 32493 | 32494 | 32495 | 32496 | 32497 | 32498 | 32499 | 32570 | 32571 | 32572 | 32573 | 32574 | 32575 | 32576 | 32577 | 32578 | 32579 | 32590 | 32591 | 32592 | 32593 | 32594 | 32595 | 32596 | 32597 | 32598 | 32599 | 32670 | 32671 | 32672 | 32673 | 32674 | 32675 | 32676 | 32677 | 32678 | 32679 | 32690 | 32691 | 32692 | 32693 | 32694 | 32695 | 32696 | 32697 | 32698 | 32699 | 32770 | 32771 | 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45292 | 45293 | 45294 | 45295 | 45296 | 45297 | 45298 | 45299 | 45370 | 45371 | 45372 | 45373 | 45374 | 45375 | 45376 | 45377 | 45378 | 45379 | 45390 | 45391 | 45392 | 45393 | 45394 | 45395 | 45396 | 45397 | 45398 | 45399 | 45470 | 45471 | 45472 | 45473 | 45474 | 45475 | 45476 | 45477 | 45478 | 45479 | 45490 | 45491 | 45492 | 45493 | 45494 | 45495 | 45496 | 45497 | 45498 | 45499 | 45570 | 45571 | 45572 | 45573 | 45574 | 45575 | 45576 | 45577 | 45578 | 45579 | 45590 | 45591 | 45592 | 45593 | 45594 | 45595 | 45596 | 45597 | 45598 | 45599 | 45670 | 45671 | 45672 | 45673 | 45674 | 45675 | 45676 | 45677 | 45678 | 45679 | 45690 | 45691 | 45692 | 45693 | 45694 | 45695 | 45696 | 45697 | 45698 | 45699 | 45770 | 45771 | 45772 | 45773 | 45774 | 45775 | 45776 | 45777 | 45778 | 45779 | 45790 | 45791 | 45792 | 45793 | 45794 | 45795 | 45796 | 45797 | 45798 | 45799 | 45870 | 45871 | 45872 | 45873 | 45874 | 45875 | 45876 | 45877 | 45878 | 45879 | 45890 | 45891 | 45892 | 45893 | 45894 | 45895 | 45896 | 45897 | 45898 | 45899 | 45970 | 45971 | 45972 | 45973 | 45974 | 45975 | 45976 | 45977 | 45978 | 45979 | 45990 | 45991 | 45992 | 45993 | 45994 | 45995 | 45996 | 45997 | 45998 | 45999 | 46170 | 46171 | 46172 | 46173 | 46174 | 46175 | 46176 | 46177 | 46178 | 46179 | 46190 | 46191 | 46192 | 46193 | 46194 | 46195 | 46196 | 46197 | 46198 | 46199 | 46270 | 46271 | 46272 | 46273 | 46274 | 46275 | 46276 | 46277 | 46278 | 46279 | 46290 | 46291 | 46292 | 46293 | 46294 | 46295 | 46296 | 46297 | 46298 | 46299 | 46370 | 46371 | 46372 | 46373 | 46374 | 46375 | 46376 | 46377 | 46378 | 46379 | 46390 | 46391 | 46392 | 46393 | 46394 | 46395 | 46396 | 46397 | 46398 | 46399 | 46470 | 46471 | 46472 | 46473 | 46474 | 46475 | 46476 | 46477 | 46478 | 46479 | 46490 | 46491 | 46492 | 46493 | 46494 | 46495 | 46496 | 46497 | 46498 | 46499 | 46570 | 46571 | 46572 | 46573 | 46574 | 46575 | 46576 | 46577 | 46578 | 46579 | 46590 | 46591 | 46592 | 46593 | 46594 | 46595 | 46596 | 46597 | 46598 | 46599 | 46670 | 46671 | 46672 | 46673 | 46674 | 46675 | 46676 | 46677 | 46678 | 46679 | 46690 | 46691 | 46692 | 46693 | 46694 | 46695 | 46696 | 46697 | 46698 | 46699 | 46770 | 46771 | 46772 | 46773 | 46774 | 46775 | 46776 | 46777 | 46778 | 46779 | 46790 | 46791 | 46792 | 46793 | 46794 | 46795 | 46796 | 46797 | 46798 | 46799 | 46870 | 46871 | 46872 | 46873 | 46874 | 46875 | 46876 | 46877 | 46878 | 46879 | 46890 | 46891 | 46892 | 46893 | 46894 | 46895 | 46896 | 46897 | 46898 | 46899 | 46970 | 46971 | 46972 | 46973 | 46974 | 46975 | 46976 | 46977 | 46978 | 46979 | 46990 | 46991 | 46992 | 46993 | 46994 | 46995 | 46996 | 46997 | 46998 | 46999 | 47170 | 47171 | 47172 | 47173 | 47174 | 47175 | 47176 | 47177 | 47178 | 47179 | 47190 | 47191 | 47192 | 47193 | 47194 | 47195 | 47196 | 47197 | 47198 | 47199 | 47270 | 47271 | 47272 | 47273 | 47274 | 47275 | 47276 | 47277 | 47278 | 47279 | 47290 | 47291 | 47292 | 47293 | 47294 | 47295 | 47296 | 47297 | 47298 | 47299 | 47370 | 47371 | 47372 | 47373 | 47374 | 47375 | 47376 | 47377 | 47378 | 47379 | 47390 | 47391 | 47392 | 47393 | 47394 | 47395 | 47396 | 47397 | 47398 | 47399 | 47470 | 47471 | 47472 | 47473 | 47474 | 47475 | 47476 | 47477 | 47478 | 47479 | 47490 | 47491 | 47492 | 47493 | 47494 | 47495 | 47496 | 47497 | 47498 | 47499 | 47570 | 47571 | 47572 | 47573 | 47574 | 47575 | 47576 | 47577 | 47578 | 47579 | 47590 | 47591 | 47592 | 47593 | 47594 | 47595 | 47596 | 47597 | 47598 | 47599 | 47670 | 47671 | 47672 | 47673 | 47674 | 47675 | 47676 | 47677 | 47678 | 47679 | 47690 | 47691 | 47692 | 47693 | 47694 | 47695 | 47696 | 47697 | 47698 | 47699 | 47770 | 47771 | 47772 | 47773 | 47774 | 47775 | 47776 | 47777 | 47778 | 47779 | 47790 | 47791 | 47792 | 47793 | 47794 | 47795 | 47796 | 47797 | 47798 | 47799 | 47870 | 47871 | 47872 | 47873 | 47874 | 47875 | 47876 | 47877 | 47878 | 47879 | 47890 | 47891 | 47892 | 47893 | 47894 | 47895 | 47896 | 47897 | 47898 | 47899 | 47970 | 47971 | 47972 | 47973 | 47974 | 47975 | 47976 | 47977 | 47978 | 47979 | 47990 | 47991 | 47992 | 47993 | 47994 | 47995 | 47996 | 47997 | 47998 | 47999 | 48170 | 48171 | 48172 | 48173 | 48174 | 48175 | 48176 | 48177 | 48178 | 48179 | 48190 | 48191 | 48192 | 48193 | 48194 | 48195 | 48196 | 48197 | 48198 | 48199 | 48270 | 48271 | 48272 | 48273 | 48274 | 48275 | 48276 | 48277 | 48278 | 48279 | 48290 | 48291 | 48292 | 48293 | 48294 | 48295 | 48296 | 48297 | 48298 | 48299 | 48370 | 48371 | 48372 | 48373 | 48374 | 48375 | 48376 | 48377 | 48378 | 48379 | 48390 | 48391 | 48392 | 48393 | 48394 | 48395 | 48396 | 48397 | 48398 | 48399 | 48470 | 48471 | 48472 | 48473 | 48474 | 48475 | 48476 | 48477 | 48478 | 48479 | 48490 | 48491 | 48492 | 48493 | 48494 | 48495 | 48496 | 48497 | 48498 | 48499 | 48570 | 48571 | 48572 | 48573 | 48574 | 48575 | 48576 | 48577 | 48578 | 48579 | 48590 | 48591 | 48592 | 48593 | 48594 | 48595 | 48596 | 48597 | 48598 | 48599 | 48670 | 48671 | 48672 | 48673 | 48674 | 48675 | 48676 | 48677 | 48678 | 48679 | 48690 | 48691 | 48692 | 48693 | 48694 | 48695 | 48696 | 48697 | 48698 | 48699 | 48770 | 48771 | 48772 | 48773 | 48774 | 48775 | 48776 | 48777 | 48778 | 48779 | 48790 | 48791 | 48792 | 48793 | 48794 | 48795 | 48796 | 48797 | 48798 | 48799 | 48870 | 48871 | 48872 | 48873 | 48874 | 48875 | 48876 | 48877 | 48878 | 48879 | 48890 | 48891 | 48892 | 48893 | 48894 | 48895 | 48896 | 48897 | 48898 | 48899 | 48970 | 48971 | 48972 | 48973 | 48974 | 48975 | 48976 | 48977 | 48978 | 48979 | 48990 | 48991 | 48992 | 48993 | 48994 | 48995 | 48996 | 48997 | 48998 | 48999 | 49170 | 49171 | 49172 | 49173 | 49174 | 49175 | 49176 | 49177 | 49178 | 49179 | 49190 | 49191 | 49192 | 49193 | 49194 | 49195 | 49196 | 49197 | 49198 | 49199 | 49270 | 49271 | 49272 | 49273 | 49274 | 49275 | 49276 | 49277 | 49278 | 49279 | 49290 | 49291 | 49292 | 49293 | 49294 | 49295 | 49296 | 49297 | 49298 | 49299 | 49370 | 49371 | 49372 | 49373 | 49374 | 49375 | 49376 | 49377 | 49378 | 49379 | 49390 | 49391 | 49392 | 49393 | 49394 | 49395 | 49396 | 49397 | 49398 | 49399 | 49470 | 49471 | 49472 | 49473 | 49474 | 49475 | 49476 | 49477 | 49478 | 49479 | 49490 | 49491 | 49492 | 49493 | 49494 | 49495 | 49496 | 49497 | 49498 | 49499 | 49570 | 49571 | 49572 | 49573 | 49574 | 49575 | 49576 | 49577 | 49578 | 49579 | 49590 | 49591 | 49592 | 49593 | 49594 | 49595 | 49596 | 49597 | 49598 | 49599 | 49670 | 49671 | 49672 | 49673 | 49674 | 49675 | 49676 | 49677 | 49678 | 49679 | 49690 | 49691 | 49692 | 49693 | 49694 | 49695 | 49696 | 49697 | 49698 | 49699 | 49770 | 49771 |

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MANNING

CRITICALLY SHORT AREAS

AFSC	TITLE	ASSIGNED	WITH	BALANCE	40130	40150	40330	40350	40370	40431	40433	40471	40473	42530	42550	42570	42571	TOTAL ENTITLED	BALANCE	OVER
					1	1	1	8	3	4	25	2	4	4	15	1	3			
	INTRICATE EQUIPMENT MAINT					C														
40010	Intrl Equip Maint Hlpr	1		1						1								1	0	
40150	Office Machine Mech	1		1		1												1	0	
40330	Camera Repairman																			
40350	Camera Repairman	6		6				6										6	0	
40370	Camera Repair Supv	1		1					1									1	0	
40431	Watch & Clock Repairman	3		3						3								3	0	
40432	Mechanical Instr Repairman																			
40433	Electrical Instr Repairman																			
40471	Watch & Clock Repairman	2		2									2					2	0	
40482	Electrical Instr Repairman																			
40470	Instr Overhaul Supv	1		1								1						1	0	
40471	Instr Overhaul Tech	1	-	1									1					1	0	
32130A	M Series Bm Sight Repairman	6		6							6							6	0	
32150A	M Series Bm Sight Repairman	7		7							7							7	0	
42131B	Acft Mech F-89	56		56	1						12							13	43	43
	Sub-Total	85		85	1	1		6	1	4	25	1	3					42	43	43
	HYDRAULICS MAINTENANCE																			
42530	Hyd Maint Mech	5		5										4	1			5	0	
42550	Hyd Maint Mech	4		4											4			4	0	
42570	Hyd Maint Supv	1		1												1		1	0	
42571	Hyd Maint Tech	3		3													3	3	0	
	Sub-Total	13		13										4	5	1	3	13	0	
	TOTAL	98		98	1	1		6	1	4	25	1	3	4	5	1	3	55	43	43
	OVER																			
	SHORT						1	2	2			1	1		10					

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MANNING

CRITICALLY SHORT AREAS

AFSC	TITLE	ASGD	INPUT	ASIANS	43134	43154	43113	43153	43332	43352	43372	43373	43252	43279	53430	53450	53470	53471	TOTAL UTILIZED	BALANCE	TOS
					4	44	13	182	3	12	1	1	25	25	12	24	2	5			
	AIRCRAFT ELECTRICIANS																				
43134B	Acft Elec	15		15	4	11													15	0	0
43154B	Acft Elec	15		15		15													15	0	0
43131B	Acft Mech [illegible]	18		18		18													18	0	0
		48		48	4	44													48	0	0
	AIRCRAFT & ENGINE MAINTENANCE	ASGD	B-47																		
43133	Acft Eng Mech B-47	0																			
43153	Acft Eng Mech B-47	0																			
43332	Acft Jet Eng Repmn	0																			
43352	Acft Jet Eng Repmn	0																			
43372	Acft Jet Eng Overhaul Supv	0																			
43373	Acft Jet Eng Overhaul Tech	0																			
43131B	Acft Mech B-29	86	1	87			3												2	84	84
43131H	Acft Mech T-33	42	1	42			10												10	32	32
43131J	Acft Mech B-47	137	31	168				102	3	22									116	52	52
43132B	Acft Eng Mech B-29	49		49				41											41	8	8
43132B	Acft Eng Mech B-29	58		58				40				1							41	17	17
42172B	Acft Maint Tech B-29&B-47	1		1							1								1	0	0
		373	32	405			13	182	3	12	1	1							212	193	193
	INFLIGHT REFUELING SPECIALISTS																				
43259P	IFR Specl	2		2										2					2	0	0
43179P	IFR Tech	6		6										6					6	0	0
32351F	Gunner B-29	2		2									2						2	0	0
32351F	Gunner B-29	25		25									25						25	0	0
32372F	Gunner B-29	4		4									4						4	0	0
32372A	Gunner B-36	1		1									1						1	0	0
43010	Acft Maint Supr	16		16									6						6	10	10
		56		56									38	8					46	10	10
	AIRFRAME REPAIR																				
53430	Afrm Repmn	8		8											8				8	0	0
53450	Afrm Repmn	10		10												9		1	10	0	0
53470	Afrm Rep Supv	5		5													2	3	5	0	0
53471	Afrm Tech	1		1														1	1	0	0
		24		24												17	2	5	24	0	0
	TOTAL	501	32	533	4	44	13	182	3	12	1	1	38	8		17	2	5	330	203	203
	OVER												13								
	SHORT													17	12	7					

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MANNING

CRITICALLY SHORT AREAS

		ASGD	PRNT	BALANCE	46030	46250	46270	47131	47134	47135	47151	47154	47155	47171	TOTAL UTILIZED	BALANCE	OVER
					3	28	8	3	3	4	15	6	2	1			
46230	WEAPONS MAINTENANCE Weapons Mech	2		2	2										2	0	
46250	Weapons Mech	15		15		10	5								15	0	
46270	Weapons Maint Supv	3		3			3								3	0	
32331F	Gunners B-29	25		25	1	19									19	6	6
		45		45	3	29	8								39	6	6
47131	VEHICLE MAINTENANCE Auto Mech	3		3				3							3	0	
47135	Veh & Mtr Equip Elec	3		3						3					3	0	
47150	Constr Equip Mech	2		2					2						2	0	
47151	Auto Mech	5		5							5				5	0	
47154	Veh & Mtr Equip Mech	5		5								5			5	0	
47155	Veh & Mtr Equip Elec	2		2									2		2	0	
47171	Veh Maint Tech	1		1										1	1	0	
		21		21				3	2	3	5	5	2	1	21	0	
	TOTAL	66		66	3	28	8	3	2	3	5	5	2	1	60	6	6
	OVER																
	SHORT							1	1	1	10	1					

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B-47 AND KC-97 AUTHORIZED VS

ASSIGNED OFFICER AFSC'S

Page No. 36 is a presentation of all commissioned personnel assigned to this wing and indicating the duty presently being performed. All commissioned personnel assigned will be utilized in the B-47 program, with the exception of eighteen (18) Bombardiers and six (6) Radar Operators. Over and short areas may be ascertained by applying overage figures against shortage figures, in closely related occupational areas, and acquiring a balance. The chart reflects considerable cross-training of officer personnel as a requirement for eventual qualification in short specialties. Manning of B-47 crews will not conform to the T/O authorization of three (3) 1244's. The wing has been authorized to man crews with one each 1244, 1234, and 1524. It will be noted that numerous single rated pilots are projected for assignment to shortages in support functions. These pilots possess insufficient flying time to qualify for B-47 crew positions and where not in conflict with directed duty assignment for newly rated pilots, these officers will be cross-trained into support positions, as indicated by the chart on the following page.

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MANNING

B-47 & KC-97 AUTHORIZATIONS vs ASSIGNED AFSC's

B-47 Crew Auth's

AFSC	TITLE	ASGD	0002	0016C	0036C	0046C	0056C	0066A	0066C	1234B	1244	1324B	1234C	1416	1435	1444	1534A	2016	2044	2054	3026	3024	3034	3054	3216	3234	3244	3254	4316	4324	4334	4344	4355	4364	6416	6424	7024	7324	7524	TOTAL UTILIZED	BALANCE
			1	1	2	1	1	4	1	50	59	60	50	4	13	1	26	1	3	7	1	1	4	2	1	8	1	2	3	2	2	11	2	1	1	9	2	9	1		
0036C	Director of Opns	1												1																										1	0
0026A	Ogrn Comdr	1						1																																1	0
0046C	Director Mat'r	2				1																							1											1	0
0061A	Air Comdr, Sq	2						2																																2	0
0066B	Air Comdr, Gp	1						1																																1	0
0066C	Air Comdr, Wg	2							2																																2	0
1051C	Pilot, C47,46,123	1											1																												1	0
1054C	Pilot, C46,46,123	1											1																												1	0
1221C	Pilot, B26	1											1																												1	0
1221P	Pilot, Lt Bm, Nonjet	3											3																												3	0
1224P	Pilot, Lt Bm, Nonjet	12											9											1								2								12	0
1231C	Pilot,B29,50,KC97,KB29,50	47								24			16			1													2						3	1				47	0
1234C	Pilot,B29,50,KC97,KB29,50	25								25																														25	0
1324A	Pilot, Recon, KB36	1											1																												1	0
1241	Pilot, AOB	18									17					1																									18	0
1241V	Pilot, AOB	25									18		5	1	1																									25	0
1241W	Pilot, AOB	1									1																														1	0
1241X	Pilot, AOB	6		1							5																														6	0
1241Y	Pilot, AOB	3									3																														3	0
1244Y	Pilot, AOB	5									5																														5	0
1416	POns Staff Off	2						1								1																									2	0
1435	Air Opns Off	6											3	1	1																										6	0
1521A	A/C Obs, Nav-Bomb, B36	34										34																													34	0
1521D	A/C Obs, Nav-Bomb, B50	21										21																													21	0
1524B	A/C Obs, Nav-Bomb, B47	3										3																													3	0
1524D	A/C Obs, Nav-Bomb, B50	1										1																													1	0
1524E	A/C Obs, Nav-Bomb, B29	3										3																													3	0
1524P	A/C Obs, Nav-Bomb, Other Acft	1										1																													1	0
1534A	A/C Obs, Nav KC97	1											1																												1	0
1534P	A/C Obs, Nav, Other Acft	16															15												1												16	0
1534B	A/C Obs Nav, KB29,50,47	1															1																								1	0
1541	A/C Obs, Bomb	27														1				1									1						1	5				9	18	18
1551	A/C Obs, Radar Optr	3																																						0	3	3
1554	A/C Obs, Radar Optr	7															4																								4	0	3
2016	Intell Staff Off	1																1																										

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MANNING

The chart on the following page depicts requirements for manning of KC-97 and B-47 crews and portrays utilization of present crew resources against these requirements.

KC-97 AIRCREWS:

B-29 aircrew personnel will be utilized to the extent necessary to form crews for KC-97 aircraft. Sixteen (16) crews, each lacking a Navigator and the majority lacking Boom Operators, will be received from outside resources, leaving a requirement for forming only four (4) complete crews from B-29 crew resources. Navigators required to complete crews received from outside the Wing will be withdrawn from B-29 crews. Excess Gunners from the B-29 crews will be cross-trained as Boom Operators.

B-47 AIRCREWS:

B-47 crews which are authorized under T/O 1-1178P, dated 1 Mar 53, provided 3 Pilot AOB's (1244) to compose a crew. However, SAC messages DPPO 13899 (SECRET) and DPPCC 64061, 26 Mar 53, authorized a crew to be composed of one Pilot AOB (1244), one Pilot Bombardier (1234C), and one Aircraft Observer Bombardier Navigator (1524). 2AF message PG 8256, dated 11 Jun 53 (CONFIDENTIAL) and SAC message DPPO 13899 (SECRET) authorized the Wing a total of 59 Pilot AOB's. Fifty PAOB's are to be used as combat crew personnel and 9 to be utilized in Staff positions. The remainder of the crew positions are to be composed of single-rated Pilots and triple-rated Observers. Due to the limited number of single-rated Pilots assigned to B-29 crews who meet the qualifications for B-47 crew duties, it will be necessary to withdraw four (4) qualified single-rated Pilots from support functions to meet the requirement for 50 single-rated Pilots. Sufficient Pilot AOB's and triple-rated Observers are assigned or projected in to meet the requirements in this category.

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KC-97 CREW AUTHORIZATION AND STRENGTH

(As of 1 Oct 53)

TITLE	AFSC	AUTH	ASGD	PROJ IN	SHORT	OVER
Pilot, Bomb (M)	1234(1)	50	20	4	19	
Pilot, Bomb (L)	1224(1)		7			
Pilot, Recon	1324A		1			
Pilot, Trp Car	1054C		1			
Acft Obs Nav	1534	25	16	2	7	
Sr Airborne Rad Opr	29353	25	32	14		21
Acft Maint Helper	43010		5			
Sr In-Flt Rflg Specl	43159P	25	2		23	
Sr Tur Sys Mech Gun	32351F		32	22		54
In-Flt Rflg Tech	43179P	25	6		19	
Sr Tur Sys Mech Gun	32351F			31		31
Flt Engr Tech	43271B	25	2			
Flt Engr Tech	43271D		23	19*		19

* Asgd 308th Bomb Wing, not yet transferred to Air Rflg Sq.

B-47 CREW AUTHORIZATION AND STRENGTH

Pilot, AOB	1244(1)	162	59			9
Pilot, Bombardment	1234(1)C	0	62			12
Acft Obs-Nav-Bomb	1524(1)	0	64			14

Staff Positions

Sq Auth (Pers)	3
Wg Auth	3

Inputs: 6 Instructor Pilots scheduled for assignment to 308th Bomb Wing 1 Nov 53.

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PART III

TRAINING

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B-47 Training Package Progression

Class Dates	40550	4[illegible]315	431318	431328	431347	431513	431518	431528	431548	43170	431718	20241
Amarillo AFB Texas												
27 Aug to 13 Oct	3									5	3	11
2 Sep to 19 Oct			3			3	1	8	10	2	3	30
9 Sep to 24 Oct		3	3	17	2			10				35
16 Sep to 10 Nov		6	7	17						8	2	40
23 Sep to 17 Nov		3		7		2		22			6	40
30 Sep to 28 Nov		11				3				6	10	40
Sub-Total	3	23	11	41	2	8	1	40	10	22	31	201
Sumpter AFB III (Special Ft Set Aside B-47 Course)												
9 Sep to 7 Oct								2		1	4	7
Sub-Total								2		1	4	7
Total	3	23	11	41	2	8	1	42	10	23	35	208

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KC-97 TRAINING PROGRESSION

CLASS DATES	42350	42370	42371	42550	43131B	43132B	43151B	43152B	43154B	43170	43171B	43171W	20784
MACDILL AFB FLORIDA													
6 Aug to 6 Sep								10		6	2		18
17 Aug to 17 Sep							3	5			2		10
30 Aug to 30 Sep					1		2	1		1			5
12 Sep to 12 Oct								1		1	1		3
Sub Total					1		5	17		8	5		36
WEST PALM BEACH FLORIDA													
18 Jul to 5 Aug				1									1
31 Jul to 28 Aug							1						1
2 Aug to 28 Aug	1		1				4	1					7
4 Sep to 19 Sep					2	1		3					6
4 Sep to 25 Sep					1			2					3
4 Sep to 30 Sep										1	2		3
9 Oct to 24 Oct					6								6
9 Oct to 29 Oct									2				2
9 Oct to 5 Nov										2		1	3
Sub Total	1		1	1	9	1	5	6	2	3	2	1	33
HAMILTON FROF													
17 Aug to 17 Sep		1											1
28 Sep to 28 Oct	2												2
Sub Total	2	1											3
TOTAL	3	1	1	1	10	1	10	23	2	11	7	1	71

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KC-97 ENGINE ANALYSIS TRAINING

No. of Students	FAFSC	CLASS STARTING DATE	CLASS GRADUATING DATE
1	43152B	29 Jul 53	8 Aug 53
2	43152B	10 Aug 53	20 Aug 53
1	40451	4 Aug 53	14 Aug 53
1	43171B	13 Aug 53	26 Aug 53
2	43176	31 Aug 53	1 Sep 53
2	43271D	2 Sep 53	14 Sep 53
1	43156	9 Sep 53	19 Sep 53
4	43271D	15 Sep 53	25 Sep 53
1	43271D	23 Sep 53	6 Oct 53
1	43156	30 Sep 53	13 Oct 53
1	43154B	30 Sep 53	13 Oct 53
1	43271D	7 Oct 53	20 Oct 53
4	43271D	14 Oct 53	27 Oct 53
2	43271D	21 Oct 53	10 Nov 53
1	43171B	28 Oct 53	10 Nov 53
1	43170	28 Oct 53	10 Nov 53
3	43154B	25 Nov 53	8 Dec 53
1	43170	25 Nov 53	8 Dec 53
2	43152B	9 Dec 53	22 Dec 53
1	43171B	9 Dec 53	22 Dec 53
1	43170	9 Dec 53	22 Dec 53
1	43152B	6 Jan 54	19 Jan 54
1	43154A	11 Nov 53	24 Nov 53
2	43152B	13 Jan 54	26 Jan 54
38			

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'K' SERIES SYSTEM TRAINING (B-47)

Dates	30150	30151	30230	30250	32150G	32170	32171G	32230A	Total
7 Oct to 22 Dec	2	2	1	4	13	2	1	7	32

B-47 FUEL CELL REPAIR

Dates	58230	Total
10 Aug to 11 Sep	1	1
5 Oct to 6 Nov	1	1

AN/APN-11 RADAR SET TRAINING (KC-97)

Dates	30151	30171	Total
5 Oct to 26 Oct	1	1	2
26 Oct to 16 Nov	1	1	2

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T R A I N I N G

B-47 Aircrew

Altitude Chamber

Month End	July	Aug	Sept	Oct
In Trng	30	66	28	50
% Comp-Auth	17%	55%	71%	100%

Basic Survival

Month End	July	Aug	Sept	Oct
In Trng	21	17	12	**
% Comp-Auth	74%	85%	93%	

* 60% completed prior to reorganization.
** Balance to be trained upon reporting to Wing.

Advanced Survival

Training was 44% complete 1 July 53, expected to be 58% by 1 Oct 53. Further prediction is impossible due to inconsistent and unknown quotas.

Note: Authorized figure is made up of: 136 crew members Part II of T/O.
27 crew members Part IIA of T/O.
9 Tactical Sqdn Staff
3 Hq Sqdn Staff
174

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TRAINING

B-47 Aircrew (Cont'd)

40 Hour Navigation

Month	July	August	September
In Training	23	33	7
Percent Completed	37%	89%	100%

Transition Training

August	September	October	November	December	January
	6 Staff Personnel				
	6 (2 Staff & 4 Crew)				
		58 Crew Personnel			
		38	Crew Personnel		
			6 Staff Personnel		

The above schedule provides CCTS training for 100 Combat Crew personnel out of an authorized 108 and 14 Staff personnel out of an authorized 14.

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B-47 Aircrews (Cont'd)

In preparation to meet the B-47 Training Schedule it was necessary to send 30 pilots to delivery B Training at Sandia AFB to become Bomb Commanders. Second Air Force has established a policy requiring one Bomb Commander per crew. Following is the schedule:

June	July	August	September
	5		
		6	
		5	
			5
			4
			9

Second AF Msg 2AF PGB 2311, dated 18 Sep 53 changed the flow of Observers to join the crew to that listed below:

September	October	November	December
4			
10			
		9	
		20	
		20	

Observer Training: Observers assigned the Wing have or will be "K" trained at Mather AFB by 18 Dec 53 except one who is TDY to Field Officers Course. It was necessary to request 14 spaces for the "K" training. The Schedule is:

August	September	October	November	December
	5			
	8			
			1	

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TRAINING

KC-97 aircrew training falls into two (2) categories, off-base training and local training. Off-base training requirements are shown in the chart on page 47. Transition training for aircrews is not reflected in this manual due to the fact that a majority of crews projected for assignment to the Air Refueling Squadron will come to the organization via West Palm Beach where they will complete transition check-out. It will be necessary to train a majority of the required Boom Operators locally. Outstanding gunners from B-29 crews, who volunteer for Boom training, will serve as the primary personnel resource for this training. The 25% overage of Radio Operators and Flight Engineers authorized for training purposes will be withdrawn from B-29 crews and assigned to the Air Refueling Squadron. Excess Navigators from B-29 crews will be utilized to the maximum extent possible on KC-97 crews.

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TRAINING

KC- 97 Aircrew (Cont'd)

Altitude Chamber

Month End	Sept	Oct	Nov	Dec	Jan
In Trng	17 **	72	36	36	14
% Comp-Auth	10%	51%	71%	92%	100%

* as of 1 Oct 53 (152) ** Training completed upon assignment to Squadron

Basic Survival

Month End	Aug	Sept	Oct	Nov	Dec
In Trng	77 **	13	30	30	25
% Comp-Auth	44%	51%	69%	[illegible]%	100%

* As of 1 Oct 53 (152) ** 62 had training completed upon assignment to Squadron

Advanced Survival

Month End	Sept	Oct	Nov	Dec	Jan
In Trng	53 **	35	28	28	28
% Comp-Auth	30%	50%	66%	82%	98%

** 39 had training completed upon assignment to Squadron.
Note: Advanced Survival training beyond October is very indefinite as to quotas.

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T-47 MTU (U)(S&T)

DATES	General Course	Engine specialist	Hydraulic specialist	Electrical specialist	Auto-pilot specialist	Instrument specialist
15 Oct to 27 Nov	15					
19 Oct to 30 Oct		15				
19 Oct to 27 Oct			5	5		
20 Oct to 31 Oct		15				
22 Oct to 4 Dec	16					
26 Oct to 6 Nov		15				
28 Oct to 5 Nov			4	4		
29 Oct to 11 Dec	15					
2 Nov to 13 Nov		15				
5 Nov to 18 Dec	16					
6 Nov to 16 Nov			4	5		
12 Nov to 24 Dec	16					
16 Nov to 24 Nov		10				
17 Nov to 25 Nov			4	5		
20 Nov to 4 Dec			4	5		
30 Nov to 12 Dec	15					
7 Dec to 15 Dec				9		
24 Dec to 5 Feb	15					
28 Dec to 8 Jan				4		
7 Jan to 19 Feb	15					
11 Jan to 20 Jan				5		
21 Jan to 5 Mar	15					
25 Jan to 3 Feb				5		
4 Feb to 19 Mar	15					
9 Feb to 17 Feb				5		
8 Feb to 19 Feb	15					
1 Mar to 19 Mar	15					
TOTALS	184	75	31	48		

2. To be determined upon arrival of MTU and finalization of capability to support training requirements.

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P E R S O N N E L S T A T I S T I C S

CAREER FIELD	AUTHORIZED	ASSIGNED		MANNING IN REQUIRED SPECIALTIES		EXPERIENCE LEVEL	
		NUMBER	PERCENT	NUMBER	PERCENT	AUTH	ASGD
20	47	61	130	35	74	5.7	4.7
30	248	228	92	67	27	5.5	4.7
40	923	970	105	339	37	5.3	4.2
50	94	77	82	55	58	4.9	4.8
60	92	95	103	79	86	4.7	4.3
70	130	113	87	100	77	4.7	4.7
80	6	5	83	2	33	6.3	6.0
90	78	81	104	45	58	4.6	4.4
TOTAL AIRMEN	1618	1630	101	722	45	5.2	4.7
TOTAL OFFICERS	380	365	96	331	87		

FOR THE MONTH OF November 1953

17

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STATUS OF STAFF AND BOMB SQUADRON CREWS CONVERTING TO B-47's

UNIT	NO. OF CREWS ASSIGNED	TRAINING COMPLETED	IN TRAINING	SCHEDULED FOR TRAINING
373d Bomb Squadron	17	10	7	0
374th Bomb Squadron	17	10	7	0
375th Bomb Squadron	16	11	5	0
Staff Crews	7	4	3	0

As of 30 November 1953

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OPERATIONS MEMORANDUM)
NUMBER 51-11)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
1 October 1953

19

TRAINING
Combat Crew Training Program

1. PURPOSE: The purpose of this memorandum is to prescribe a standard B-47 Training Program for combat crews.

2. SCOPE: This memorandum is applicable to all combat crew members assigned to the 308th Bombardment Wing utilizing B-47 type aircraft.

3. GENERAL: The following policies and procedures will govern planning and execution of this training program, which will include a Basic and Advanced Phase.

a. B-47 crews completing Phase III of ATRC Advanced Flying, (Medium Bombardment - Jet - B-47), course 1234B, are exempt from Basic Phase Training. All B-47 crews are required to complete the Advanced Phase Training.

b. Basic Phase:

(1) Flying Training requirements will be accomplished during twelve (12) missions totaling sixty-five (65) hours while flying as a combat crew.

c. Advanced Phase:

(1) Flying Training requirements will be accomplished during fifteen (15) missions totaling seventy-five (75) hours while flying as a combat crew.

d. All ground training will be accomplished concurrently with flying training.

4. PROCEDURE: Prior to each flight the combat crew members will be given an Individual Mission Accomplishment Outline to be completed during the prescribed mission. The Mission Outline will be reviewed and critiqued by the Flight Commander and/or the Operations Officer. Individual training folders will be completed on each combat crew member. The completed records will be kept as a permanent record of training accomplishments. All progress and/or faults of the combat crew members will be entered in the "Remarks" section for future reference. It is essential that the remarks be complete and give a true word picture of the crew members progress and efficiency.

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5. RESPONSIBILITY: It will be the responsibility of the Squadron Commander to insure that the provisions of this memorandum are complied with.

BY ORDER OF THE COMMANDER:

FRANCIS E. WRIGHT
Lt Col., USAF
Director of Operations

2 Attachments
1. Basic Fly. Train. Outline
2. Adv. Fly. Train. Outline

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16 December 1953

INITIAL TRAINING FOR 308TH AIR REFUELING SQUADRON

20

The following charts reflect the training expended toward initial checkout of twenty KC-97 crews in compliance with SAC Regulation 51-19, Supplements IX and XII. It is primarily concerned with training given at off base schools and only reflects local training that is a substitute for an off base course.

Crews are listed seven to a page in the order in which they were scheduled to enter into the flying training phase, not according to their crew number.

Crews M06.0 and M16.0, less navigators and radio operators, were assigned from the 801st Air Division as instructor crews. Crews M13.0, M10.0, and M11.0 are composed of former B-29 crew members of the 308th Bombardment Wing. On the basis of total four engine time and proven performance they were selected to become additional instructor crews. Every effort is being made to build up their total KC-97 time to qualify them in time to check out crews M17.0, M18.0, and M20.0.

As crew changes occur the individual line is corrected to show the training for the new crew member. The training invested in the crew member lost is transferred to a chart, which shows the training flow of authorized overages and losses.

Although this "loss and overage chart" has not been reproduced the totals of such training is reflected in the two charts showing the recapitulation by crew position. For example the the recap for Boom Operator's shows that as of the end of October, the fourth month that the squadron was activated, twenty Boom Operators had been assigned and ten had been lost. The training reported for Boom Operators is a total, some of which was invested in personnel lost, some invested in authorized overages and some applied to individuals shown as crew members on the other charts.

At the end of each month new photographs will be forwarded to be added to this set.

When completed this pamphlet will present a detailed record of the training program, which was fully worthy by the 308th Air Refueling Squadron.

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SAC REGULATION 51-19 TRAINING

BY CREW POSITION

PLANNED VS ACCOMPLISHED

TWO CHARTS SHOWING

TOTAL NUMBER OF INDIVIDUALS COMPLETED

(INCLUDING PERSONNEL LOSSES AND OVERAGES)

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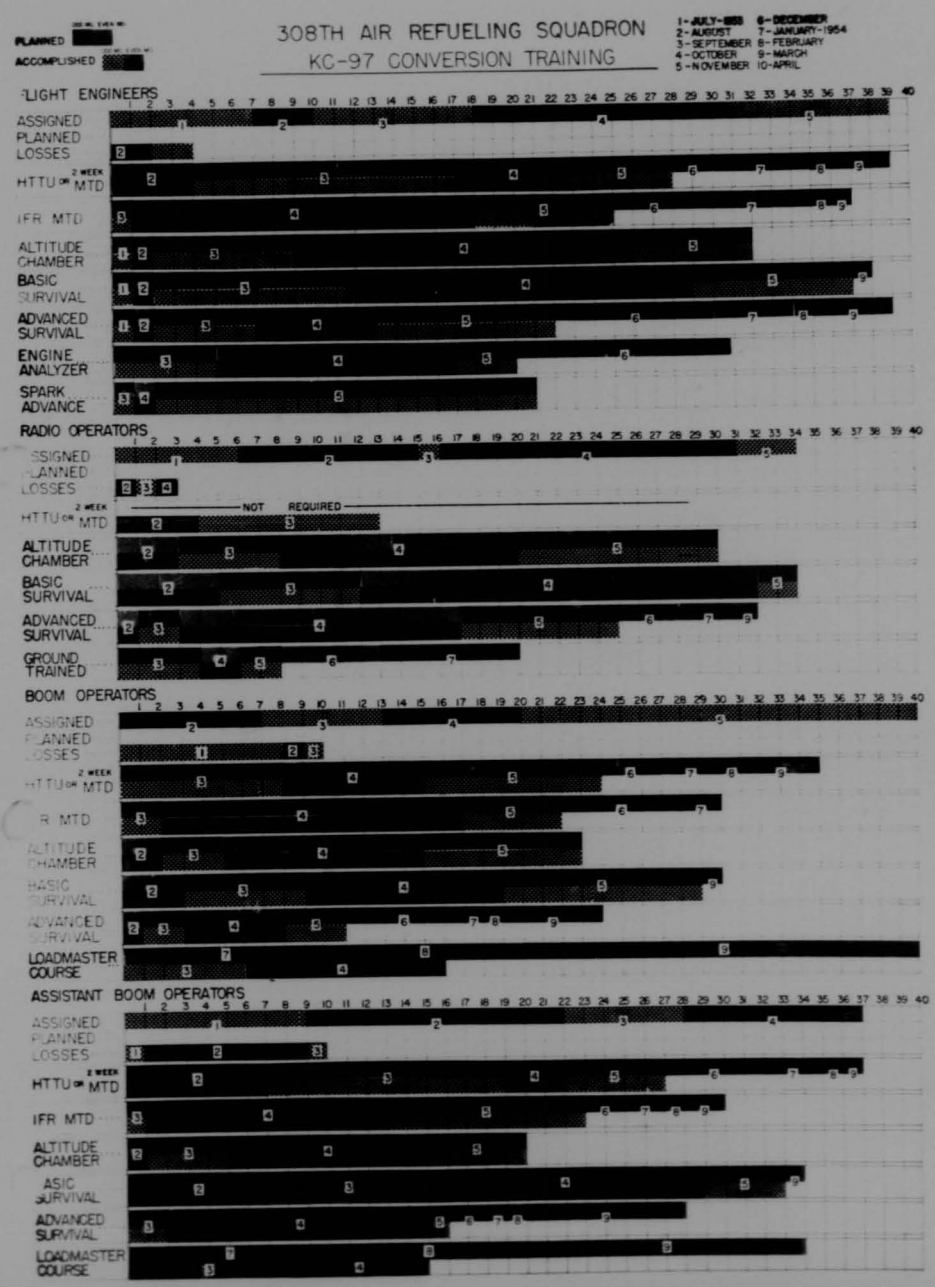
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TRAINING COMPLETED

FOR THE FIRST TWENTY CREWS

OF

308TH AIR REFUELING SQUADRON

308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE, GEORGIA

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308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE, GEORGIA

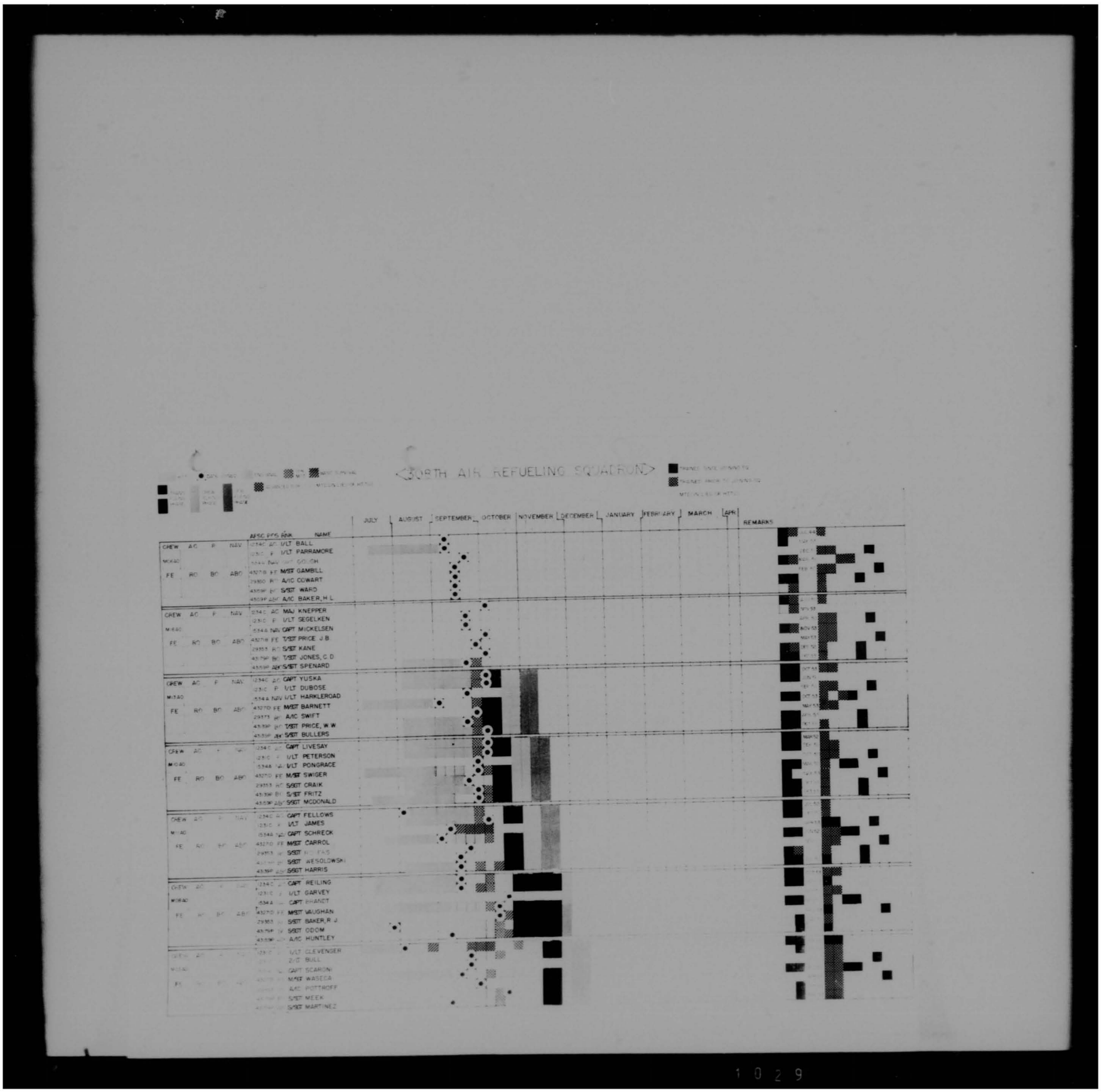
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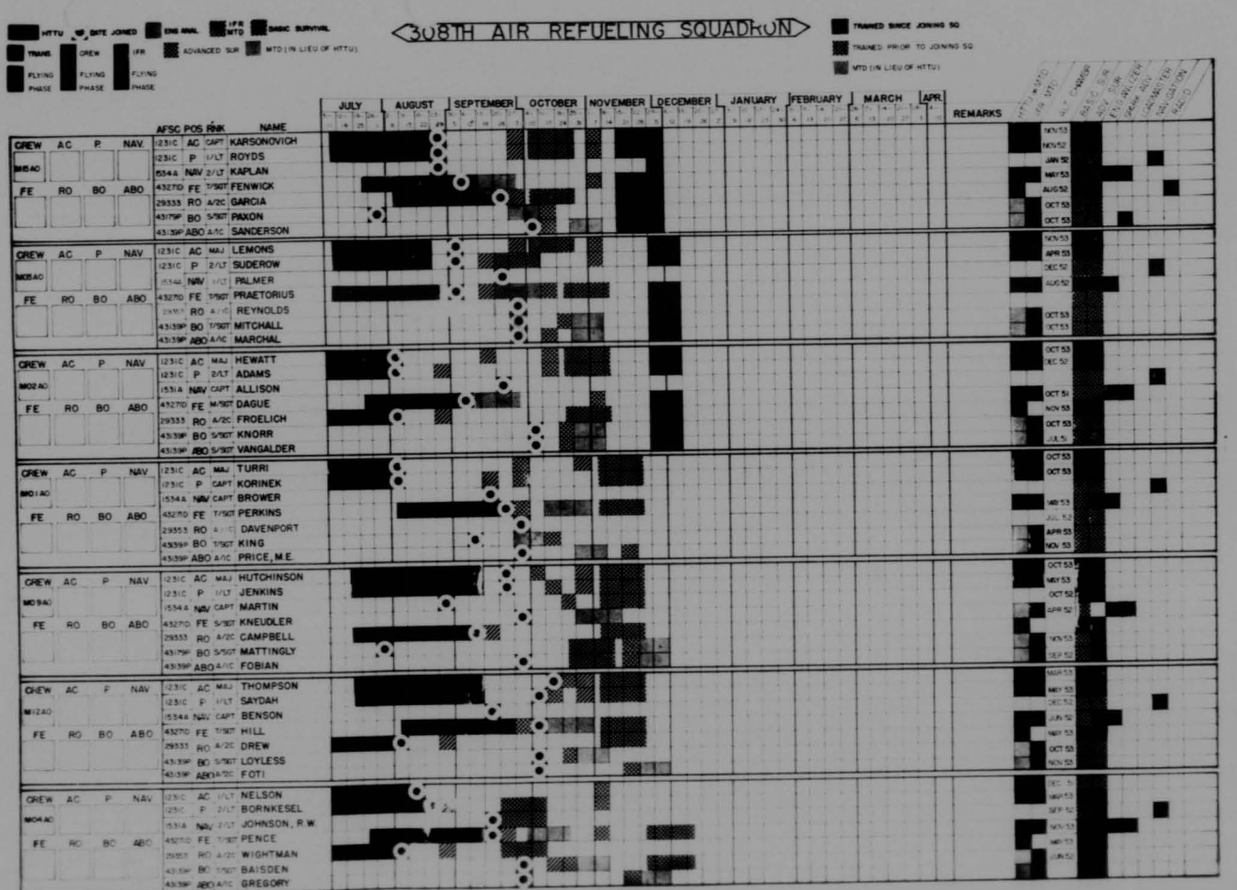
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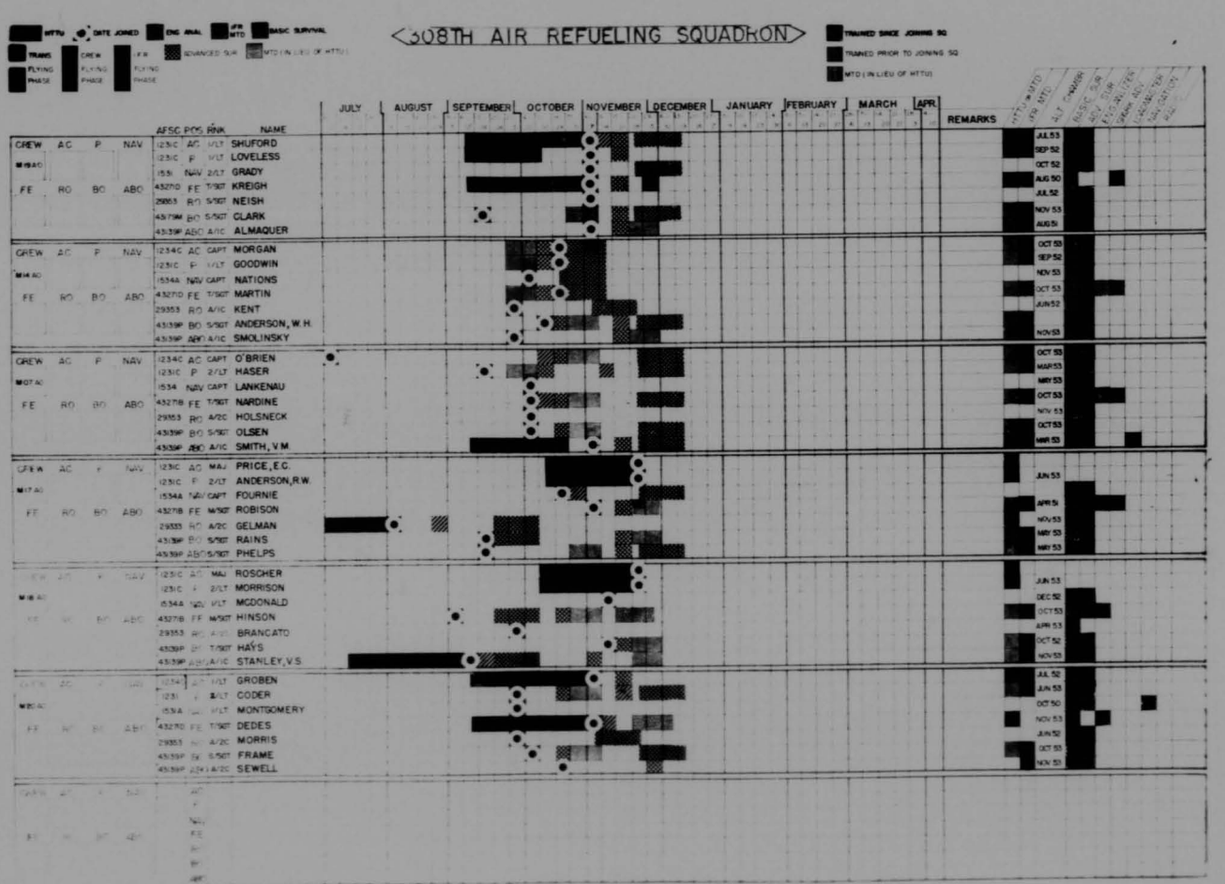
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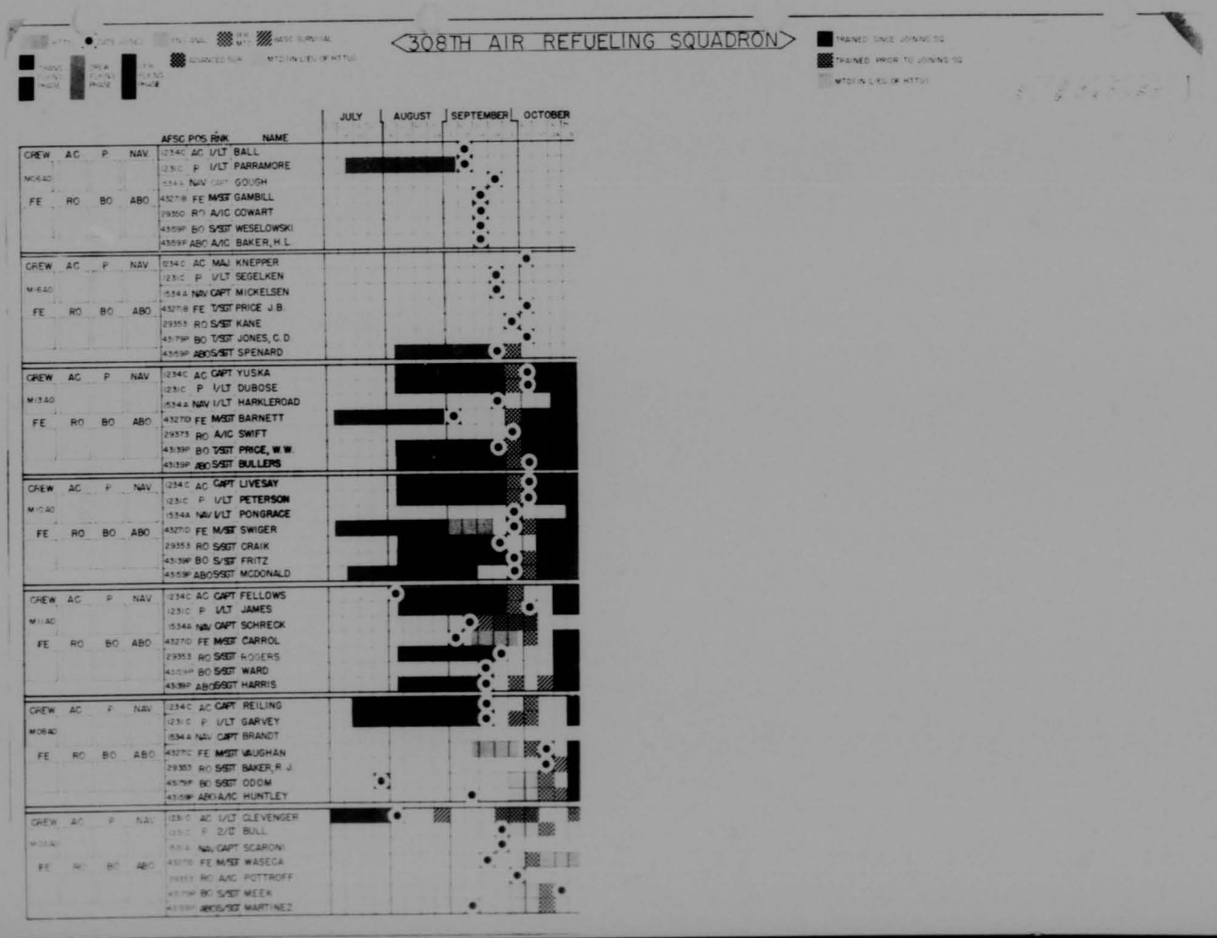
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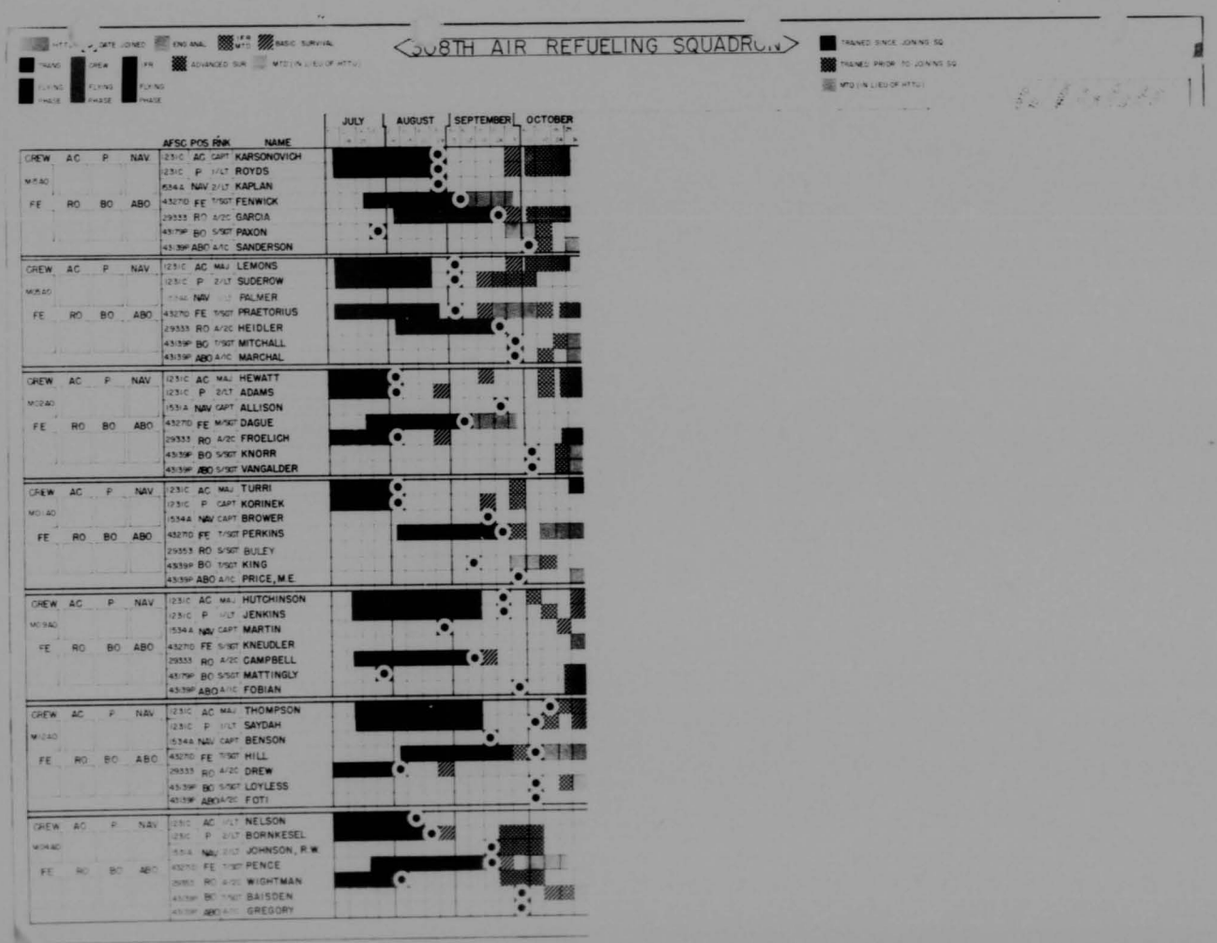
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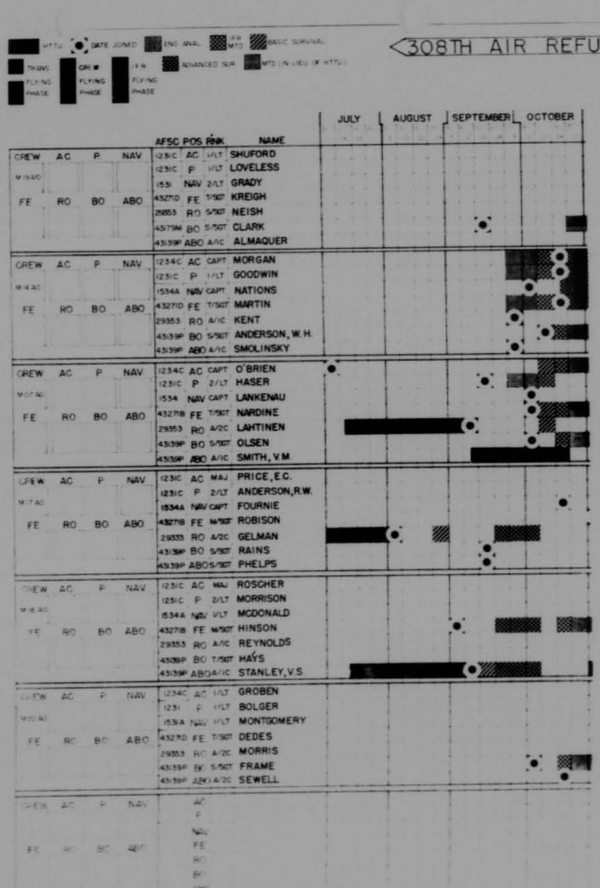
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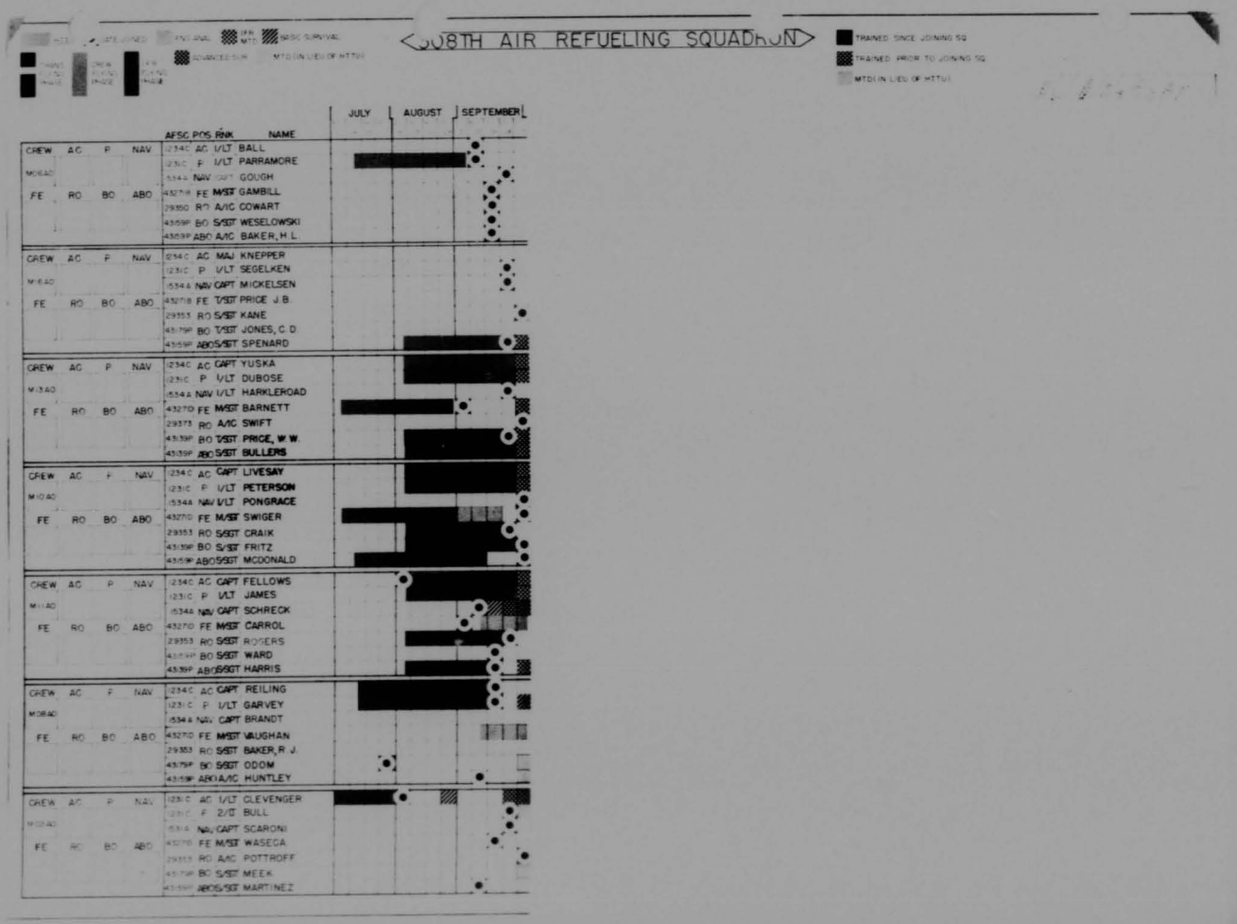
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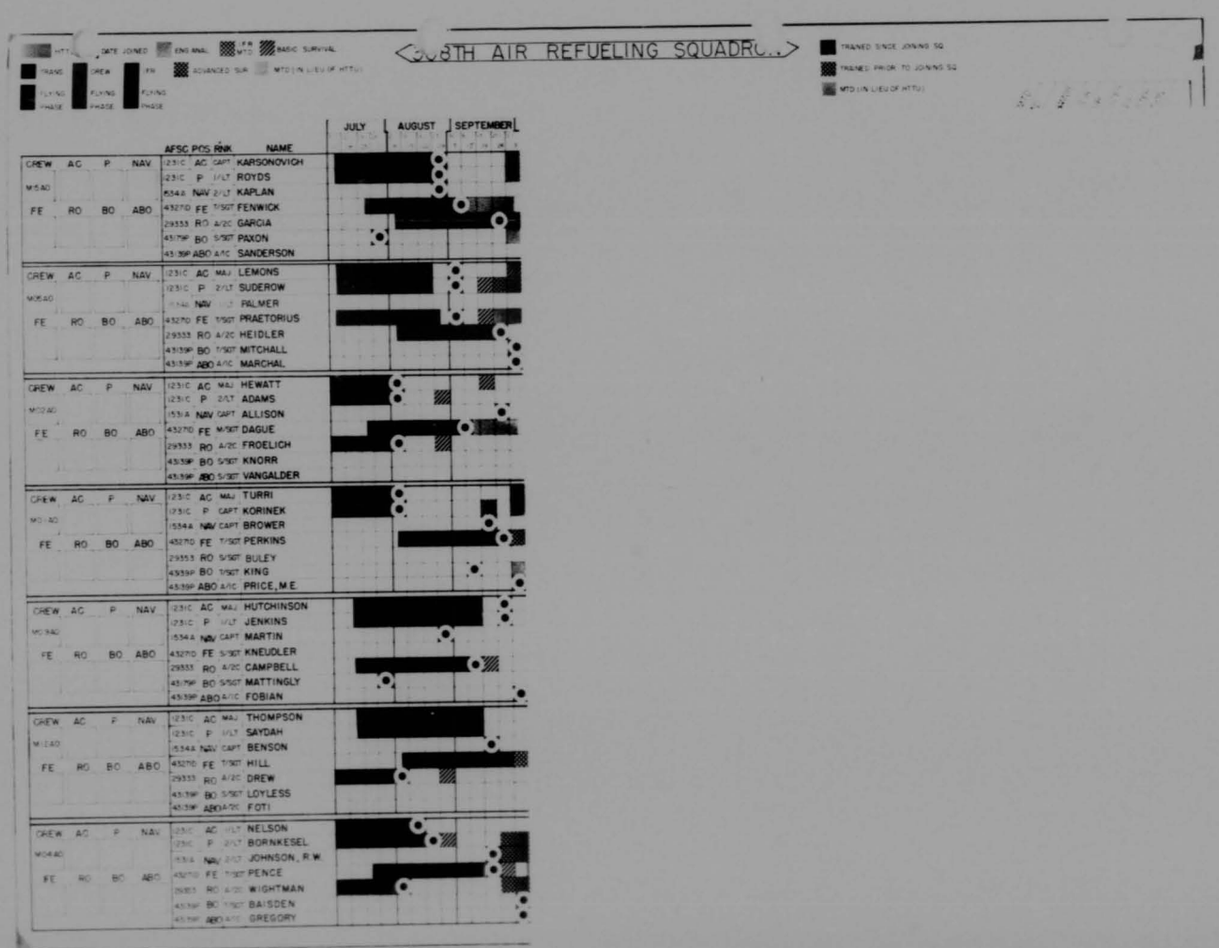
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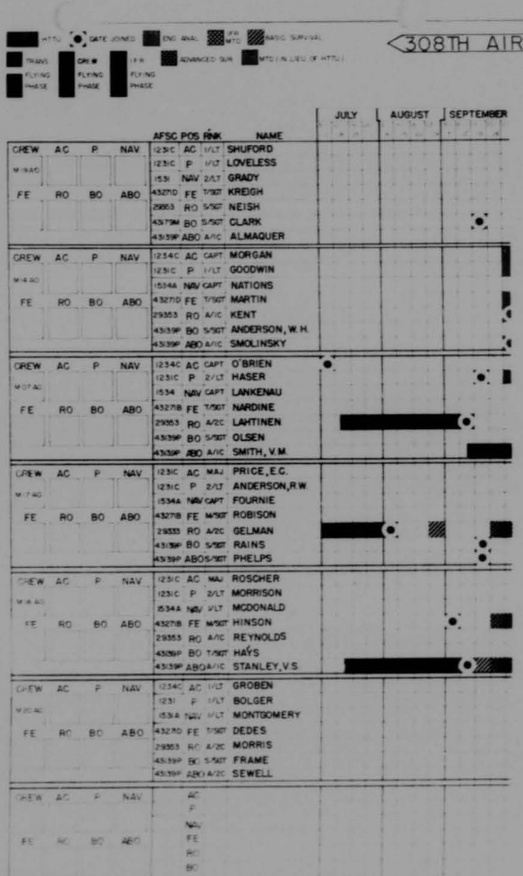
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FOR THE FIRST TWENTY CREWS

OF

308TH AIR REFUELING SQUADRON

308TH BOMBARDMENT WING, H

HUNTER AIR FORCE BASE, GEORGIA

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308TH AIR REFUELING SQUADRON

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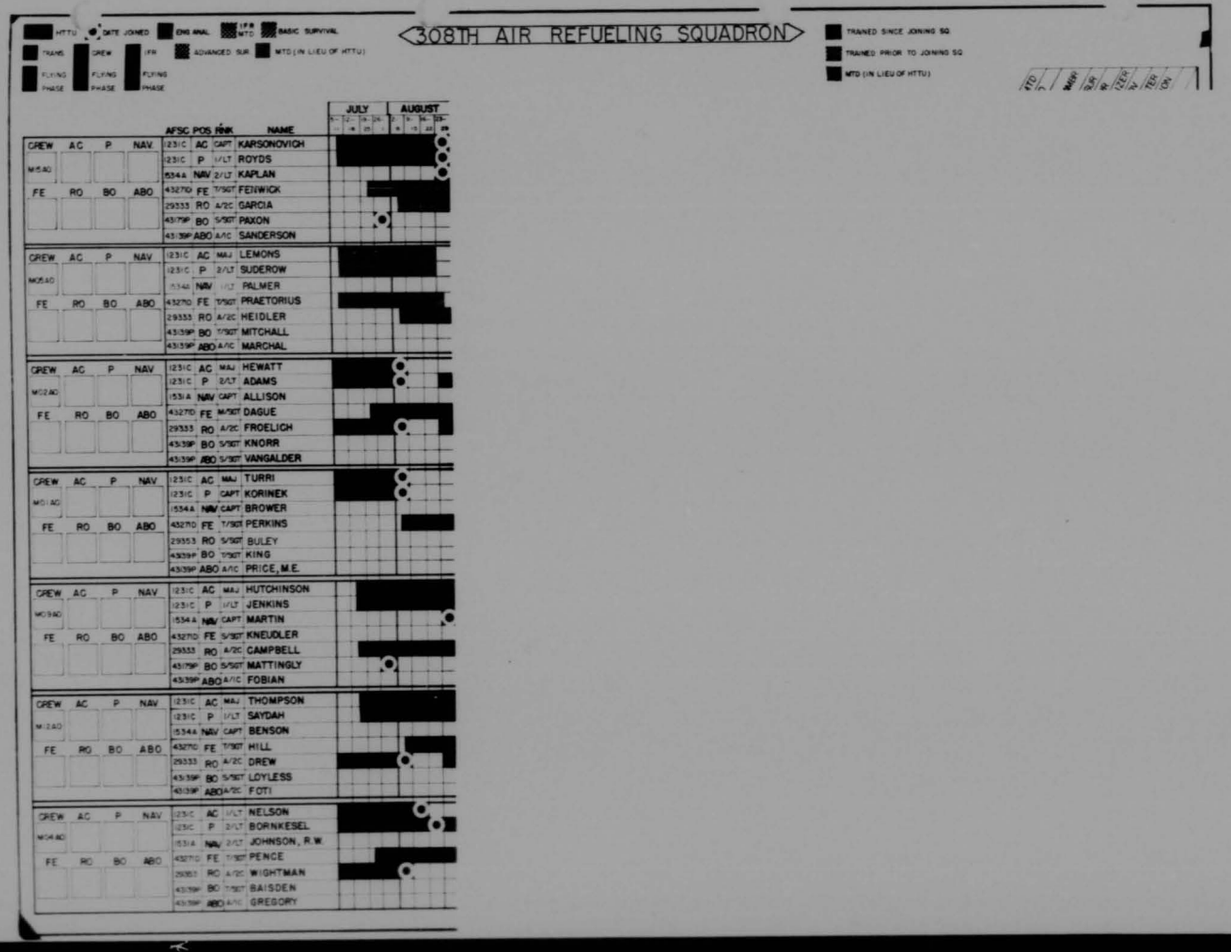
JULY | AUGUST

CREW	AFSC	POS	RNK	NAME
AC	1234C	AC	1/LT	BALL
P	1231C	P	1/LT	PARRAMORE
NAV	1534A	NAV	CAPT	GOUGH
FE	4327B	FE	M/SGT	GAMBILL
RO	29350	RO	A/1C	COWART
BO	43559P	BO	S/SGT	WESELOWSKI
ABO	43559P	ABO	A/1C	BAKER, H L
AC	1234C	AC	MAJ	KNEPPER
P	1231C	P	1/LT	SEGELKEN
NAV	1534A	NAV	CAPT	MICKELSEN
FE	4327B	FE	T/SGT	PRICE J.B.
RO	29353	RO	S/SGT	KANE
BO	43579P	BO	T/SGT	JONES, C D
ABO	43559P	ABO	S/SGT	SPENARD
AC	1234C	AC	CAPT	YUSKA
P	1231C	P	1/LT	DUBOSE
NAV	1534A	NAV	1/LT	HARKLEROAD
FE	4327D	FE	M/SGT	BARNETT
RO	29373	RO	A/1C	SWIFT
BO	43539P	BO	T/SGT	PRICE, W.W.
ABO	43559P	ABO	S/SGT	BULLERS
AC	1234C	AC	CAPT	LIVESAY
P	1231C	P	1/LT	PETERSON
NAV	1534A	NAV	1/LT	PONGRACE
FE	4327D	FE	M/SGT	SWIGER
RO	29353	RO	S/SGT	CRAIK
BO	43559P	BO	S/SGT	FRITZ
ABO	43559P	ABO	S/SGT	MCDONALD
AC	1234C	AC	CAPT	FELLOWS
P	1231C	P	1/LT	JAMES
NAV	1534A	NAV	CAPT	SCHRECK
FE	4327D	FE	M/SGT	CARROL
RO	29353	RO	S/SGT	ROGERS
BO	43559P	BO	S/SGT	WARD
ABO	43559P	ABO	S/SGT	HARRIS
AC	1234C	AC	CAPT	REILING
P	1231C	P	1/LT	GARVEY
NAV	1534A	NAV	CAPT	BRANDT
FE	4327D	FE	M/SGT	VAUGHAN
RO	29353	RO	S/SGT	BAKER, R J.
BO	43579P	BO	S/SGT	ODOM
ABO	43559P	ABO	A/1C	HUNTLEY
AC	1231C	AC	1/LT	CLEVENGER
P	1231C	P	2/LT	BULL
NAV	1531A	NAV	CAPT	SCARONI
FE	4327D	FE	M/SGT	WASEGA
RO	29353	RO	A/1C	POTTROFF
BO	43579P	BO	S/SGT	MEEK
ABO	43559P	ABO	S/SGT	MARTINEZ

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308TH AIR REFUELING SQUADRON

HTTU · DATE JOINED · ENG ANAL · F/R MTD · BASIC SURVIVAL
TRANS FLYING PHASE · CREW FLYING PHASE · I.F.R. FLYING PHASE · ADVANCED SURV · MTD (IN LIEU OF HTTU)

TRAINED SAGE JOINING SQ
TRAINED PRIOR TO JOINING SQ
MTD (IN LIEU OF HTTU)

CREW	AC	P	NAV
M-1940			
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
1231C	AC	1/LT	SHUFORD		
1231C	P	1/LT	LOVELESS		
1531	NAV	2/LT	GRADY		
43270	FE	T/SGT	KREIGH		
29353	RO	S/SGT	NEISH		
43179M	BO	S/SGT	CLARK		
43139P	ABO	A/1C	ALMAQUER		

CREW	AC	P	NAV
M-1940			
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
1234C	AC	CAPT	MORGAN		
1231C	P	1/LT	GOODWIN		
1534A	NAV	CAPT	NATIONS		
43270	FE	T/SGT	MARTIN		
29353	RO	A/1C	KENT		
43139P	BO	S/SGT	ANDERSON, W.H.		
43139P	ABO	A/1C	SMOLINSKY		

CREW	AC	P	NAV
M-1940			
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
1234C	AC	CAPT	O'BRIEN	●	
1231C	P	2/LT	HASER		
1534	NAV	CAPT	LANKENAU		
43278	FE	T/SGT	NARDINE		
29353	RO	A/2C	LAHTINEN	■	■
43139P	BO	S/SGT	OLSEN		
43139P	ABO	A/1C	SMITH, V.M.		

CREW	AC	P	NAV
M-1940			
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
1231C	AC	MAJ	PRICE, E.C.		
1231C	P	2/LT	ANDERSON, R.W.		
1534A	NAV	CAPT	FOURNIE		
43278	FE	M/SGT	ROBISON		
29353	RO	A/2C	GELMAN	■	▨
43139P	BO	S/SGT	RAINS		
43139P	ABO	S/SGT	PHELPS		

CREW	AC	P	NAV
M-1940			
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
1231C	AC	MAJ	ROSCHER		
1231C	P	2/LT	MORRISON		
1534A	NAV	1/LT	MCDONALD		
43278	FE	M/SGT	HINSON		
29353	RO	A/1C	REYNOLDS		
43139P	BO	T/SGT	HAYS		■
43139P	ABO	A/1C	STANLEY, V.S.		■

CREW	AC	P	NAV
M-1940			
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
1234C	AC	1/LT	GROBEN		
1231	P	1/LT	BOLGER		
1531A	NAV	1/LT	MONTGOMERY		
43270	FE	T/SGT	DEDES		
29353	RO	A/2C	MORRIS		
43139P	BO	S/SGT	FRAME		
43139P	ABO	A/2C	SEWELL		

CREW	AC	P	NAV
FE	RO	BO	ABO

AFSC	POS	RNK	NAME	JULY	AUGUST
	AC				
	P				
	NAV				
	FE				
	RO				
	BO				
	ABO				

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TRAINING COMPLETED

FOR THE FIRST TWENTY CREWS

OF

308TH AIR REFUELING SQUADRON

308TH BOMBARDMENT WING, M

HUNTER AIR FORCE BASE, GEORGIA

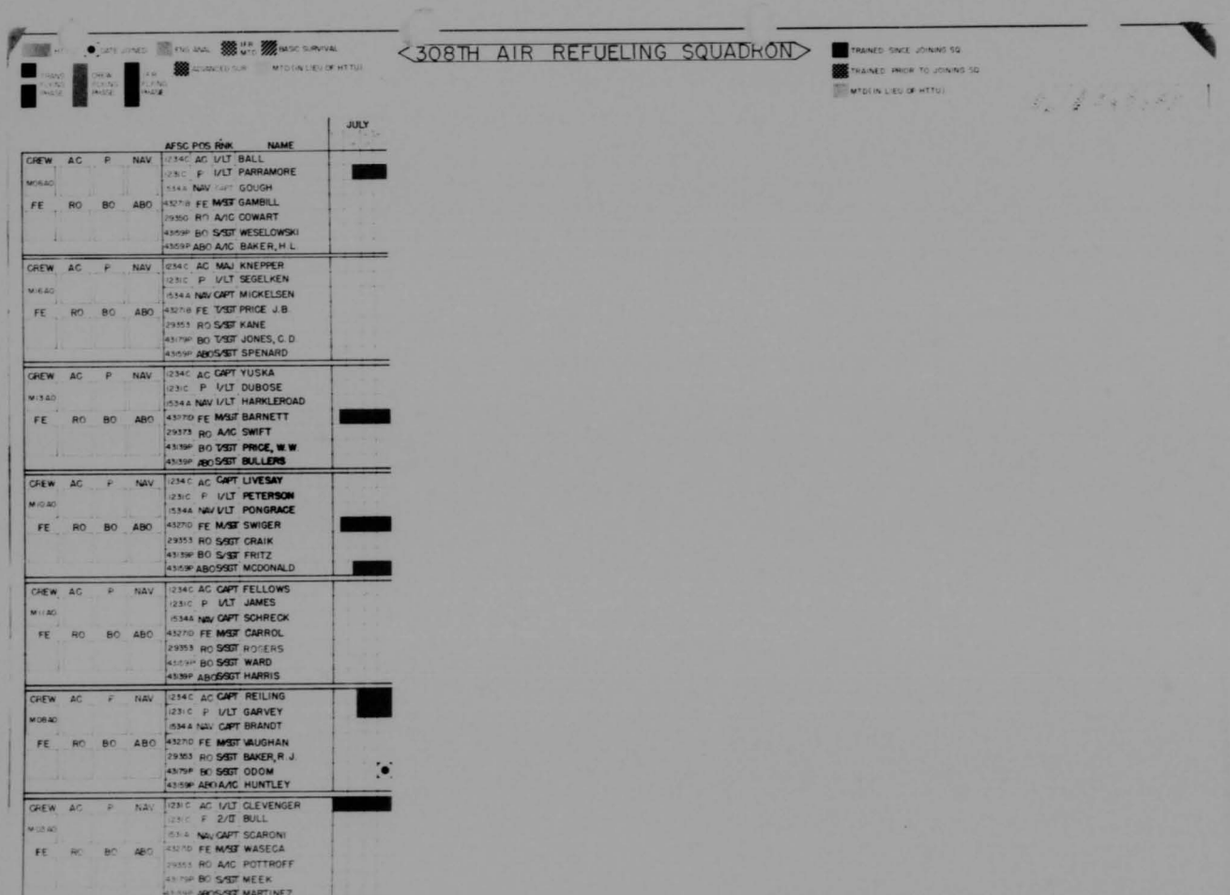
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<308TH AIR REFUELING SQUADRON>

TRAINED SINCE JOINING SQ
TRAINED PRIOR TO JOINING SQ
MTD(IN LIEU OF HTTU)

JULY

CREW	AC	P	NAV	AFSC	POS	RNK	NAME
				1234C	AC	1/LT	BALL
				1231C	P	1/LT	PARRAMORE
MOBAD				1534A	NAV	CAPT	GOUGH
FE	RO	BO	ABO	43270	FE	M/SGT	GAMBILL
				29350	RO	A/1C	COWART
				43559P	BO	S/SGT	WESELOWSKI
				43559P	ABO	A/1C	BAKER, H. L.
CREW	AC	P	NAV	1234C	AC	MAJ	KNEPPER
				1231C	P	1/LT	SEGELKEN
MOBAD				1534A	NAV	CAPT	MICKELSEN
FE	RO	BO	ABO	43270	FE	T/SGT	PRICE J.B.
				29353	RO	S/SGT	KANE
				43179P	BO	T/SGT	JONES, C. D.
				43559P	ABO	S/SGT	SPENARD
CREW	AC	P	NAV	1234C	AC	CAPT	YUSKA
				1231C	P	1/LT	DUBOSE
MOBAD				1534A	NAV	1/LT	HARKLEROAD
FE	RO	BO	ABO	43270	FE	M/SGT	BARNETT
				29373	RO	A/1C	SWIFT
				43179P	BO	T/SGT	PRICE, W.W.
				43179P	ABO	S/SGT	BULLERS
CREW	AC	P	NAV	1234C	AC	CAPT	LIVESAY
				1231C	P	1/LT	PETERSON
MOBAD				1534A	NAV	1/LT	PONGRACE
FE	RO	BO	ABO	43270	FE	M/SGT	SWIGER
				29353	RO	S/SGT	CRAIK
				43179P	BO	S/SGT	FRITZ
				43559P	ABO	S/SGT	MCDONALD
CREW	AC	P	NAV	1234C	AC	CAPT	FELLOWS
				1231C	P	1/LT	JAMES
MOBAD				1534A	NAV	CAPT	SCHRECK
FE	RO	BO	ABO	43270	FE	M/SGT	CARROL
				29353	RO	S/SGT	ROGERS
				43179P	BO	S/SGT	WARD
				43179P	ABO	S/SGT	HARRIS
CREW	AC	P	NAV	1234C	AC	CAPT	REILING
				1231C	P	1/LT	GARVEY
MOBAD				1534A	NAV	CAPT	BRANDT
FE	RO	BO	ABO	43270	FE	M/SGT	VAUGHAN
				29353	RO	S/SGT	BAKER, R. J.
				43179P	BO	S/SGT	ODOM
				43559P	ABO	A/1C	HUNTLEY
CREW	AC	P	NAV	1231C	AC	1/LT	CLEVENGER
				1231C	P	2/D	BULL
MOBAD				1534A	NAV	CAPT	SCARONI
FE	RO	BO	ABO	43270	FE	M/SGT	WASECA
				29353	RO	A/C	POTTROFF
				43179P	BO	S/SGT	MEEK
				43179P	ABO	S/SGT	MARTINEZ

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TRANS FLYING PHASE | DATE JOINED | CREW FLYING PHASE | IFR FLYING PHASE | ENG ANAL | ADVANCED SUR | IFR MTO | BASIC SURVIVAL | MTD (IN LIEU OF HTTU)

308TH AIR REFUELING SQUADRON

TRAINED SINCE JOINING SQ
TRAINED PRIOR TO JOINING SQ
MTD (IN LIEU OF HTTU)

JULY

CREW	AC	P	NAV	AFSC	POS	RNK	NAME
M15AO				1231C	AC	CAPT	KARSONOVICH
				1231C	P	1/LT	ROYDS
				1534A	NAV	2/LT	KAPLAN
FE	RO	BO	ABO	43270	FE	T/SGT	FENWICK
				29333	RO	A/2C	GARCIA
				43179P	BO	S/SGT	PAXON
				43139P	ABO	A/1C	SANDERSON
CREW	AC	P	NAV	1231C	AC	MAJ	LEMONS
M05AO				1231C	P	2/LT	SUDEROW
				1534A	NAV	1/LT	PALMER
FE	RO	BO	ABO	43270	FE	T/SGT	PRAETORIUS
				29333	RO	A/2C	HEIDLER
				43139P	BO	T/SGT	MITCHALL
				43139P	ABO	A/1C	MARCHAL
CREW	AC	P	NAV	1231C	AC	MAJ	HEWATT
M02AO				1231C	P	2/LT	ADAMS
				1531A	NAV	CAPT	ALLISON
FE	RO	BO	ABO	43270	FE	M/SGT	DAGUE
				29333	RO	A/2C	FROELICH
				43139P	BO	S/SGT	KNORR
				43139P	ABO	S/SGT	VANGALDER
CREW	AC	P	NAV	1231C	AC	MAJ	TURRI
M01AO				1231C	P	CAPT	KORINEK
				1534A	NAV	CAPT	BROWER
FE	RO	BO	ABO	43270	FE	T/SGT	PERKINS
				29353	RO	S/SGT	BULEY
				43139P	BO	T/SGT	KING
				43139P	ABO	A/1C	PRICE, M.E.
CREW	AC	P	NAV	1231C	AC	MAJ	HUTCHINSON
M09AO				1231C	P	1/LT	JENKINS
				1534A	NAV	CAPT	MARTIN
FE	RO	BO	ABO	43270	FE	S/SGT	KNEUDLER
				29333	RO	A/2C	CAMPBELL
				43179P	BO	S/SGT	MATTINGLY
				43139P	ABO	A/1C	FOBIAN
CREW	AC	P	NAV	1231C	AC	MAJ	THOMPSON
M12AO				1231C	P	1/LT	SAYDAH
				1534A	NAV	CAPT	BENSON
FE	RO	BO	ABO	43270	FE	T/SGT	HILL
				29333	RO	A/2C	DREW
				43139P	BO	S/SGT	LOYLESS
				43139P	ABO	A/2C	FOTI
CREW	AC	P	NAV	1231C	AC	1/LT	NELSON
M04AO				1231C	P	2/LT	BORNKESEL
				1531A	NAV	2/LT	JOHNSON, R.W.
FE	RO	BO	ABO	43270	FE	T/SGT	PENCE
				29353	RO	A/2C	WIGHTMAN
				43139P	BO	T/SGT	BAISDEN
				43139P	ABO	A/1C	GREGORY

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308TH AIR REFUELING SQUADRON

JULY

CREW	AC	P	NAV	AFSC	POS	RNK	NAME
				1231C	AC	1/LT	SHUFORD
				1231C	P	1/LT	LOVELESS
				1531	NAV	2/LT	GRADY
FE	RO	BO	ABO	43270	FE	T/SGT	KREIGH
				29353	RO	S/SGT	NEISH
				43/39M	BO	S/SGT	CLARK
				43/39P	ABO	A/1C	ALMAQUER
				1234C	AC	CAPT	MORGAN
				1231C	P	1/LT	GOODWIN
				1534A	NAV	CAPT	NATIONS
FE	RO	BO	ABO	43270	FE	T/SGT	MARTIN
				29353	RO	A/1C	KENT
				43/39P	BO	S/SGT	ANDERSON, W.H.
				43/39P	ABO	A/1C	SMOLINSKY
				1234C	AC	CAPT	O'BRIEN
				1231C	P	2/LT	HASER
				1534	NAV	CAPT	LANKENAU
FE	RO	BO	ABO	43270	FE	T/SGT	NARDINE
				29353	RO	A/2C	LAHTINEN
				43/39P	BO	S/SGT	OLSEN
				43/39P	ABO	A/1C	SMITH, V.M.
				1231C	AC	MAJ	PRICE, E.C.
				1231C	P	2/LT	ANDERSON, R.W.
				1534A	NAV	CAPT	FOURNIE
FE	RO	BO	ABO	43270	FE	M/SGT	ROBISON
				29353	RO	A/2C	GELMAN
				43/39P	BO	S/SGT	RAINS
				43/39P	ABO	S/SGT	PHELPS
				1231C	AC	MAJ	ROSCHER
				1231C	P	2/LT	MORRISON
				1534A	NAV	1/LT	MCDONALD
FE	RO	BO	ABO	43270	FE	M/SGT	HINSON
				29353	RO	A/1C	REYNOLDS
				43/39P	BO	T/SGT	HAYS
				43/39P	ABO	A/1C	STANLEY, V.S.
				1234C	AC	1/LT	GROBEN
				1231	P	1/LT	BOLGER
				1534A	NAV	1/LT	MONTGOMERY
FE	RO	BO	ABO	43270	FE	T/SGT	DEDES
				29353	RO	A/2C	MORRIS
				43/39P	BO	S/SGT	FRAME
				43/39P	ABO	A/2C	SEWELL
					AC		
					P		
					NAV		
FE	RO	BO	ABO		FE		
					RO		
					BO		
					ABO		

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HEADQUARTERS
308TH AIR REFUELING SQUADRON (M)
308TH BOMBARDMENT WING (M)
HUNTER AIR FORCE BASE, GEORGIA

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SCANNERS STANDING OPERATING PROCEDURES FOR THE KC-97E-F

NAME _____

RANK _____ AFSN _____

ORGANIZATION 308TH AIR REFUELING SQDN.

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AIR FORCE SPECIALTY

AFSC: 43179-P In-Flight Refueling Technician

1. JOB SUMMARY. Is responsible for operation, in-flight maintenance and repair of boom-type in-flight refueling systems and controls; assists Flight Engineer in the operation and in-flight maintenance of heavy multi-engine aircraft. Is qualified to supervise and conduct training of boom-type in-flight refueling specialists.

2. JOB DESCRIPTION:

a. Duties and Tasks:

1. Supervises and conducts training of boom in-flight refueling specialists. Instructs subordinates in operation and in-flight maintenance of aircraft and boom in-flight refueling systems and equipment. Directs preparation of in-flight refueling operators logs. Supervises and conducts training and inspection and operation of cargo loading and tie-down equipment. Is qualified to conduct standardization board evaluation and serve as non-commissioned officer in-charge of in-flight refueling functions.

2. Inspects in-flight refueling systems and controls. Checks forms for status of equipment and fuel load. Inspects tanks, fuel lines, and hydraulic connections for leaks. Checks in-flight refueling station in aircraft to insure that all equipment is properly stowed. Inspects refueling boom to insure proper limits of extension, elevation, and azimuth. Checks signal amplifier for proper operation. Assists Flight Engineer in pre-flight and post flight inspection of aircraft, performing in-flight maintenance, and operation of aircraft systems and engine control panel. Computes center of gravity of aircraft. supervises and performs loading of fuel, cargo, passengers, and other equipment to insure maintenance of weight and balance. Performs in-flight maintenance and adjustments to accesible malfunctioning in-flight refueling equipment and other components, such as engines, electrical units, and landing gear. Is responsible to Aircraft Commander for performance of duty of subordinate crew members and the comfort and discipline of passengers.

3. Operates boom type refueling systems and controls. operates flying boom controls to provide for in-flight refueling. Adjusts controls to effect contact between tanker and receiver aircraft. Controls hydraulic pressures and emergency fuel shutoff to flying boom. Directs receiver aircraft into position to make and hold contact with flying boom. Effects tactical breakaway in event of emergency. Controls boom purge system.

4. Is familiar with maintenance and repair techniques on in-flight refueling equipment. Trouble shoots malfunctioning of such components as signal amplifiers, float switches, hydraulic pumps, pressure meters, boom rudder vator controls, surge boots, nozzles, anti-icing controls, instrument gages, and boom purge system. Removes and replaces such components as signal amplifiers, hydraulic valves, boom instrument gages, and boom nozzles. Adjusts flying boom components and allied equipment.

5. Performs as Scanner. Checks aircraft control surfaces, landing gear, and flaps. Observes aircraft for signs of fire, excessive oil, gas and hydraulic leakage, and icing conditions.

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308TH AIR REFUELING SQUADRON
308th BOMBARDMENT WING (M)
38TH AIR DIVISION
HUNTER AIR FORCE BASE, GEORGIA

STANDING OPERATING PROCEDURES AND SCANNERS CHECK LISTS FOR KC-97E-F

1. The following check lists have been prepared for guidance of personnel in pre-flight and in-flight duties when assigned to flight crews as Boom Operators, Assistant Boom Operators, or Scanners. Since Boom Operators, Assistant Boom Operators, and Scanners are considered interchangable in their duties as scanners, all are expected to be thoroughly proficient in all duties and procedures as outlined in the following check lists.

2. The pre-flight check lists are taken from SAC Manual 50-17 (Standing Operating Procedures for KC-97 Flight Engineers). Boom Operators, Assistant Boom Operators, and Scanners are considered capable of performing pre-flight inspections as outlined below, and will perform any portions of the pre-flight that are delegated to them by the aircraft commander or engineer.

3. Material regarding station time, crew inspection, station check, ground and in-flight checks, and emergency procedures is taken from SAC Manual 50-16 (Standing Operating Procedures for KC-97 Aircraft Commanders and Pilots), and conform with that manual in all respects.

SECTION I. GENERAL

1. Know the location of all fuse panels and circuit breakers.
2. Be proficient in all emergency procedures.
3. Be able to recognize serious malfunctions of engines during flight.
4. Be able to report correct operation of cowl flaps, wing flaps, and landing gear.
5. Be able to correctly ascertain danger of close flying aircraft and clear the area during instrument practice or when in congested areas.

SECTION II PRIOR TO STATION TIME.

a. All personnel equipment required for the flight will be placed on a mat to the left of and in line with the nose wheel. The order in which the equipment will be placed from the nose wheel toward left wing tip will be Aircraft Commander, Co-Pilot, Navigator, Flight Engineer, Radio Operator, Boom Operator, and Assistant Boom Operator. Extra crew members or passengers will line up in a second row behind the normal crew. Water jugs, parachutes, additional equipment, etc, will be placed to the left of the Assistant Boom Operators equipment.

SECTION III STATION TIME.

1. For crew inspection, scanners will fall in behind their respective personnel equipment.
   a. Roll call, crew and equipment checked.
   b. Check form 1 for aircraft status.
   c. Receive instructions regarding pre-flight and proposed flight from Aircraft Commander.
   d. Perform pre-flight duties as delegated by the Aircraft Commander, Flight Engineer, and Boom Operator in conformation with SAC Manuals 50-17 and 50-31.

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SECTION IV SCANNERS PREFLIGHT CHECK LIST.

GENERAL:
1. Wheel chocks in place.
2. Ground locks installed.

POWER ON CHECK:
1. Start and warm up APU and "put on line" at engineers request.
2. Coordinate with engineer on interphone at each engine and check visually, operation of:
   a. Cowl flaps
   b. Oil cooler doors
   c. Intercooler doors
   d. Carburetor air doors
   e. Clear propellars for pull through (8 blades)
   f. Check waste gate operation
   g. Prop feathering operation
   h. Exterior lighting
   i. Wing flap operation
   j. Carburetor preheat valve (sound of operation)
   k. Fuel manifold
   l. Aircraft lights

MAIN CARGO COMPARTMENT:
   a. Check spare bulb kit for completeness.
   b. Check cargo hoist shield cover for installation.
   c. Cargo hoist aft of station 1000.
   d. Hoist control unit stowed.
   e. Emergency cargo hoist crank properly stowed.
   f. Check power off at cargo shield panel.
   g. Check general condition of hoist motor drum and cables.
   h. Snatch blocks in place.
   i. Check walk-around bottle at station 270.
   j. Check for proper installation of first aid kits.
   k. Check heater outlet ducts, open and clear of obstructions.
   l. Check emergency escape exits.
   m. Check emergency panel for proper installation of fire axe, CO2 fire extinguisher, first aid kit. (When flying air evacuation, the equipment on this panel will be stowed forward of station 230.)
   n. Check pressure bulkhead installation at station 1166 and tail cone equipment.
   o. Check troop oxygen pressure.
   p. Ditching ropes, emergency equipment, and seats in place.
   q. Check for sufficient emergency equipment tied down for passengers and crew.
   r. Dinghy radio in place.
   s. Aft cargo doors general condition.

NOTE: On tanker aircraft above inspection should be performed in conjunction with in-flight refueling inspection. (SAC Manual 50-31.)

TOP OF WING:
   a. Check engine oil quantity and secure oil caps.
   b. Check fuel quantity and secure fuel tank caps.

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c. Check center wing tank cap and center wing tank inspection plate for security.
d. Check ADI filler cap security.
e. Check prop de-ice ind. circuit breakers.
f. Check prop oil filler cap security.
g. Check top engine cowling for security of mounting and evidence of oil leakage.
h. Check top of wing for over-all condition.
i. Check wing illumination light lens for security of mounting and cleanliness.
j. Check formation light for condition of lens.
k. Upon completion, check that escape hatches are properly installed.

LOWER AFT CARGO COMPARTMENT AND AFT STORAGE COMPARTMENT:
a. Check cargo door hydraulic reservoir for condition.
b. Check hydraulic lines to cargo door sequence valves.
c. Check aft power panel circuit breakers.
d. Check stowed equipment for proper tiedown.
e. Check tail jack for security.
f. Check troop oxygen regulators.
g. Check tail support strut for security.
h. Check entrance door.
i. Check fire extinguisher, first aid kit, and walk-around bottle.
j. Check left and right emergency gear extension cranks in place.
k. Check emergency gear clutch "T" handle for proper position.
l. Check emergency gear and flap motor for proper installation.
m. Check condition of flap torque tube.
n. Check reverse current relays.
o. Check wire bundles, wires, condition of cables, fuel lines, and vents on rear spar.
p. Check circuit breakers.
q. Check current limiters and spares for proper rating and installation, and wrench for stowed position.
r. Check cargo for tiedown with room to operate emergency equipment.

LOWER FORWARD CARGO COMPARTMENT:
a. Check cabin pressure regulator valves for open position.
b. Check center wing tank booster pump and tank sensing unit for signs of leakage.
c. Check center wing tank for signs of leakage and proper installation of access panels.
d. Check oil transfer valve for condition.
e. Check propellar de-icer timers.
f. Check heater distribution valve for normal position (A).
g. Check heater selector valve for normal position (D).
h. Check fuel gauge amplifiers for security of mounting.
i. Check all guard cages for security.
j. Check loose equipment and cargo for proper tiedown.
k. Check walk-around bottle.
l. Check first aid kits.
m. Check fire extinguishers.
n. Check forward power panel circuit breakers, current limiters, and wrench in place.

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o. Check battery connections - pressure cover on.
p. Check central oil tank cap and scupper drain plug for installation.

NOSE TO FORWARD DOOR:
a. General condition of fuselage.

FORWARD DOOR TO #2 ENGINE:
a. General condition of doors, cables, cranks, and locks.
b. Static holes for cleanliness.
c. General condition of fuselage.
d. Pressure regulator ports for cleanliness and general condition.
e. Fuel drain cock for off condition, leakage, and security of inspection plate.
f. Leading edge of wing between fuselage and #2 engine for condition and security.
g. Remove cover from ground blower intakes.
h. Check condition of underwing surfaces.
i. Check fuel sump drains and booster pump drains for leakage and strains.
j. Check fuel cell access panels for security and fuel stains.
k. Check general condition and security of wing and fillet.

#2 ENGINE AND WHEEL WELL:
a. Condition and position of wheel well door.
b. Check exhaust stacks and flight hood for cracks and security.
c. Check inboard oil cooler door for security of attachment.
d. Check rear inboard side of #2 engine. Exhaust collector, ring clamps and stacks for security of attachment, check for oil leakage and over all condition of engine.
e. Cowl flap attachment with cowl flaps open.
f. Check engine cowling for condition and security.
g. Check vent lines for freedom of obstruction.
h. Remove air scoop intake duct plug.
i. Check air scoop for loose articles.
j. Propellar dome lock ring safetied, retaining nut locking screw safetied.
k. Check nose section of engine for leakage and security of all visable electrical connections for proper safetying.
l. Check propellar for dents, abrasions, and overall condition.
m. Check turbo for freedom of movement by opening sheltered air filter also condition of sheltered air door.
n. Check outboard #2 engine cowling for condition and security.
o. Check rear outboard engine #2. Exhaust collector ring clamps and stacks for security and condition. Check for oil leakage and overall condition of the engine.
p. Check intercooler door for security and condition of attachment.
q. Check outboard oil cooler door for condition and security of attachment.
r. Check condition and position of left wheel well door.
s. Check CO2 inspection discs for condition and installation.
t. Check wheel well door retraction mechanism, pullies, and cables for condition.
u. Check landing gear motor, cannon plug, and radio noise suppressor wires for security condition and proper positioning.

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v. Check emergency clutch cable and return spring for slack.
w. Check emergency clutch cable pulley and bracket for condition and attachment.

CLIMB UP IN WHEEL WELL AND CHECK:
a. Fuel interconnect for leaks.
b. ADI tank and pump installation.
c. ADI quantity.
d. Hydraulic lines for leakage and security of attachment.
e. CO2 bottles for proper security and mounting.
f. CO2 system electrical connection.
g. Wheel well lights for security and cleanliness.
h. Wheel well for rags, wrenches, etc.
i. Check attachment and condition of landing gear actuated micro switch.
j. Check tires for condition, inflation, and slippage marks.
k. Check shock struts for extension leakage (13.25").
l. Check static ground wire.

WING BETWEEN #1 AND #2 ENGINE:
a. Check under wing surfaces for condition and fuel stains.
b. Check fuel sump drains, booster pump drains, and inter-connector sump drains for leakage.
c. Check general condition of wing and fillet and leading edge of wing for dents and security.

#1 ENGINE:
a. Check exhaust stacks and flight hood for cracks and security.
b. Check inboard oil cooler door for condition and security of attachment.
c. Check rear right hand side #1 engine exhaust collector, ring clamps and stacks, oil leakage and overall condition of engine.
d. Check cowl flaps attachments with flaps open.
e. Check engine cowling for condition and security.
f. Check vent lines for freedom of obstruction.
g. Remove air scoop intake duct plug.
h. Check air scoop for loose articles, rags, etc.
i. Check turbo for freedom of movement, also condition of sheltered air door.
j. Propellar dome lock ring safetied, retaining nut locking screw safetied.
k. Check fuel cell access panels for security and stains.
l. Check nose section of engine for oil leakage and security of all visible electrical connections and proper safetying.
m. Check propellar blades for dents, abrasions, and overall condition.
n. Check outboard engine #1 side cowling for condition and security.
o. Check cowl flaps for condition and security of attachment.
p. Check rear outboard #1 engine exhaust collector ring oil leakage and overall condition of the engine.
q. Check outboard oil cooler door for condition and security of attachment.
r. Check intercooler door for condition and security of attachment.

OUTBOARD [illegible]T WING TO LOWER REAR ENTRANCE DOOR:
a. Wing anti-icer heater air intake cover removed.
b. Inspection plates secure.

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c. Check leading and trailing edge of wing for dents, security, cracks, and general condition.
d. Check general condition of under wing surfaces.
e. Check fuel sump drains for leakage and stains.
f. Check fuel access panels for security and fuel stains.
g. Check for general condition and security of wing fillet.
h. Landing light clean.
i. Check navigation light for condition of lens.
j. Check the 3 static dischargers on trailing edge of aileron.
k. Check overall condition of aileron, vent holes open and bonding secure.
l. Check aileron trim tab for condition and droop. Check for clearence of tab hinge pin.
m. Check condition of wing flaps.
n. Check condition of rear spar and attachments.
o. Check entire left hand section of fuel system for general condition of lines, fuel shut off valves, leaks, bonding and wiring. (Perform this check with booster pump on, tank selector positioned, tank to engine to manifold.)
p. Check all wire bundles at rear spar for condition and security. (Place invertor on essential bus prior to checking.)
q. Heater manual valve safetied open.
r. Overall condition of rear entrance door.

REAR LEFT SIDE LOWER CARGO DOOR TO REAR WING ROOT RIGHT HAND SIDE:

a. Drain screws in place.
b. Check cargo doors for;
   1. Condition of seal
   2. Condition of locks
   3. Actuating cylinders
   4. Sequence valve actuating levers for condition
c. Flare chute closed and free of obstruction.
d. Check horizontal stabilizer for condition, inspections plates secure, elevator hinge bonding secure.
e. Check elevators for condition and security.
f. Check elevator trim tabs for condition.
g. Check condition of static dischargers.
h. Check elevator trim tab hinge pin for clearence.
i. Check right tab relative to position of tab control.
j. Check left tab to position of wing flap.
k. Check for evidence of hydraulic fluid leakage in tail section.
l. Check tail navigation lights for condition and operation.
m. Check rudder for condition and presence of two static eliminators.
n. Check heater access plates.
o. Check vertical stabilizer for general condition.
p. Check heater air intake for obstructions.
q. Check fuselage for dents, cracks, and general condition from tail to rear right hand wing root.

RIGHT HAND WING ROOT AROUND WING TO RIGHT FRONT WING ROOT:

a. Same as left wing. Omit heater fuel pump accessories.

RIGHT FUSELAGE IN FRONT OF WING AROUND NOSE TO LOWER CARGO DOORS:

a. Check drain lines and vent lines, right lower side of fuselage for freedom of obstructions.
b. Static holes for cleanliness.

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c. APU exhaust port open.
d. Check fuselage skin from wing to nose.
e. Pitot covers off, pitot tubes free from obstructions.
f. Check nose strut for proper inflation, 9.25".
g. Check tires for condition, inflation, and slippage marks.
h. Check taxi light lenses for cleanliness and security.
i. Check wheel well door retracting mechanism for condition and security.
j. Check nose gear steering mechanism for general condition and leaks.
k. Check nose gear motor, nose gear motor cannon plug, and suppressor wires for security of mounting and condition.
l. Check condition and security of mounting of radar dome.
m. Check temperature bulbs for condition and security.
n. Check security of central oil system drain.
o. Check battery vent hole for freedom of obstructions.
p. Check condition of fuselage nose to lower cargo door.
NOTE: On tanker aircraft above inspection should be performed in conjunction with in-flight refueling inspection. (SAC Manual 50-31.)

NOTE: These checks will be performed by the Scanner if designated by the Aircraft Commander of Flight Engineer but this will not relieve the Aircraft Commander or Flight Engineer of his personal responsibility in personally checking these items.

SECTION V CREW INSPECTION:
1. Before crew lines up, all four blades of each propellar will be pulled thru by hand and each blade checked for nicks, corrosion, cracks and bulges.
2. After inspection is complete, at Aircraft Commanders order Scanners will fall in behind their respective equipment and report after Boom Operator, "preflight complete sir".
3. Receive from Aircraft Commander instructions regarding crash landing, bailout, ditching procedures and signals; and any other information pertinent to the flight.
4. Don parachutes and other equipment required for the mission. Upon instructions, Boom Operator removes down locks and pitot covers and boards the aircraft.

SECTION VI ASSISTANT BOOM OPERATORS STATION CHECK LIST AND BEFORE STARTING CHECK LIST:
1. Extra equipment stowed.
2. Interphone: Check oxygen pressure, and alarm bell, report when pilot rings alarm bell.
3. Wing flaps; Clear, standby to observe and report flap retraction to pilot.
4. Passengers: Briefed as required by Aircraft Commander.

SECTION VII BOOM OPERATORS BEFORE STARTING CHECK LIST:
1. APU: Started and on the line at engineers request.
2. Drain valve on relief can: Closed.
3. Down locks and pitot covers: Aboard.
4. Doors and hatches: Closed and light out.
5. Report above to engineer.
6. Standby to assist engineer or scanner as needed.

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SECTION VIII ASSISTANT BOOM OPERATOR-SCANNERS ENGINE START CHECK LIST:

1. Engines: Observe start and report immediately any sign of malfunction to the engineer.
2. Rudder boost: Check for leaks and report to co-pilot.

SECTION IX ASSISTANT BOOM OPERATOR-SCANNERS TAXI AND ENGINE RUN UP CHECK LIST:

1. Clear aircraft on both sides and report "ready to taxi".
2. Gear and tires: Visually check and report to pilot at start of taxi roll.
3. During taxing: Observe and report any malfunctions or other dangerous conditions.
4. Engine run up: Observe engine run up closely and report immediately any indications of malfunctions to the flight engineer.

SECTION X BOOM OPERATORS TAXI, RUN UP, AND TAKE OFF CHECK LIST:

1. Standby to be of assistance to the flight engineer or scanner as needed.
2. Doors and hatches: Closed and checked.

SECTION XI ASSISTANT BOOM OPERATOR-SCANNERS BEFORE TAKE OFF CHECK LIST:

1. Passengers: Personal equipment on, seat belts fastened.
2. Wing flaps: Observe and report movement and take off setting. (25 degrees.)
3. Cowl flaps: Report movement and setting for take off. (Maximum opening, 3 inches.)
4. Pod hydraulic depressurization valve closed. (IFR missions only.)
5. Assume take off position and fasten seat belt.
6. Report to pilot: "Wing flaps 25 degrees, cowl flaps _____inches," (IFR missions - "Hydraulic depressurization valve closed"), "ready for take off".

SECTION XII ASSISTANT BOOM OPERATOR-SCANNERS TAKEOFF AND CLIMB CHECK LIST:

1. Engines: Observe as much as possible operation and report any signs of malfunction to pilot.
2. Passengers and cargo: Report immediately any shifting of cargo.
3. Wing flaps: Scanner will observe the movement of both flaps. Each time the flaps start up the scanner will report "both flaps coming up" and each time the flaps stop, the scanner will report "both flaps _____degrees". Report to pilot any malfunctions.
4. Gear: Check both main gear up and nacelle doors closed, and after climb is established report to pilot.
5. During climb: Scanner will keep constant check on engines, cargo, passengers, for malfunctions, movements, leaks, or any other irregularities throughout the aircraft and report to pilot.
6. After climb power has been set and conditions stabilize APU will be shut down and exhaust valve closed at engineers request.

SECTION XIII DURING CLIMB:

1. Engines: Scan frequently, and report periodically over interphone as required by pilot or engineer.
2. Cargo: Check lashings and tighten as required.
3. Passengers: Maintain discipline and comfort.
4. Compartments: Check for fumes, leaks, and any signs of malfunctioning equipment. Check heater ducts for obstructions when heaters are being used.

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5. Clear all turns.
6. IFR missions: Keep frequent check on visible IFR equipment. Know location of reciever aircraft at all times, and report to pilot any movements of the receiver outside of the "envelope".

SECTION XIV SCANNERS APPROACH AND BEFORE LANDING CHECK LIST:
1. Prepare for landing: Assume landing position, acknowledge.
2. Passengers: Equipment on, and seat belts fastened.
3. Wing flaps: Report, "both flaps coming down" and "both flaps _____degrees".
4. Clear all turns, fasten safety belt after turn on final approach.

SECTION XV BOOM OPERATORS APPROACH AND BEFORE LANDING CHECK LIST:
1. APU started and "on the line" at engineers request.
2. Standby: Assist engineer and scanner as needed.
3. Gear: Get visual check on all three and report to engineer.
4. Emergency cabin pressure release valve: If "dump valve" has been pulled, screw down knurled knob.
5. Assume landing position on final approach.

SECTION XVI SCANNERS AFTER LANDING CHECK LIST:
1. Interphone: Stay on until relieved by pilot or engines are stopped.
2. Wing flaps: Up, report to pilot.
3. Gear and tires: Check after each landing.
4. Cowl flaps: Open, report.
5. Engines: Observe post flight run up.
6. Cargo compartments: Clean as needed.
7. Extra equipment and personal equipment: Off load.
8. Standby aircraft until relieved by pilot.

SECTION XVII BOOM OPERATORS AFTER LANDING CHECK LIST
1. Extend boom for post flight if applicable.
2. Assist flight engineer as needed; scanner to police aircraft and off load extra equipment.
3. Down locks: Install(also boom safety pin and dust cover, if applicable.
4. Form 1; Write ups as needed, and accomplishments entered (sign form on IFR missions).
5. Standby aircraft until relieved by Aircraft Commander.

SECTION XVIII POST FLIGHT
1. Remain at your designated stations until engines stop.
2. Police and secure aircraft properly.
3. Leave only when excused by Aircraft Commander.

SECTION XIX BOOM OPERATOR, ASSISTANT BOOM OPERATOR- SCANNER EMERGENCY PROCEDURES:
1. General
2. Ditching
3. Bail out
4. Cradh Landing
5. Emergency Procedures in flight
   a. Enging fires
   b. Electrical fires
   c. Cabin (body) Heater overheat or fire warning
   d. Emergency gear operation. Main and nose gear
   e. Emergency wing flap operation
   f. Jettisoning cargo

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SECTION I GENERAL

1. The aircraft configuration for the emergency procedures that follow includes the installed in-flight refueling equipment with the four 1800 gallon IFR tanks in the main cargo compartment. Changes from this configuration generally simplify the emergency procedures for ditching, bailout and crash landing since they provide a clearer path to the emergency exits.

2. Accomplishment of emergency procedures under actual emergency conditions requires, the quick correct, coordinated efforts of the crew members concerned. This skill is attained only through frequent, repitious practice. This section contains the recommended procedures for coping with various emergencies that may occur during flight. It is recognized that each emergency may present a different problem. However through knowledge and practice of the procedures contained herin will enable a crew to master those emergencies which they may encounter.

3. A well trained crew will know the problem and if, properly disciplined, will react properly and efficiently under any condition.

4. The success of a survival depends critically on the following items:

a. Communications equipment, to send frequent and accurate position

b. Water, medical supplies, and food that is salvaged and accompanies the crew.

c. Crew discipline

d. The ability of the aircraft commander to cope with any emergency.

With the above items in mind, plan the emergency, time and circumstances permitting.

EMERGENCY SIGNALS

a. Prepare to bail out: Three short rings on the alarm bell.

b. Bail out: One long sustained ring.

c. Prepare for ditching or crash landing: Six short rings on the alarm bell.

d. Ditching or crash landing: One long sustained ring.

NOTE: If time and circumstances permit, the crew will be warned and acknowledgement received, by interphone.

SECTION II DITCHING

1. General. It is the responsibility of the aircraft commander to insure that proper ditching drills and inspections are carried out. The crew should be trained in proper ditching duties in accordance with the individual instructions that follow. These instructions are based on the arrangement of the aircraft. If required, necessary changes in procedure may be made, to assure recovery of all useful equipment. Crew will be warned of probable ditching as far in advance as possible.

2. Crew Responsibilities. Ditching requires more coordinated effort on the part of the crew than does any other emergency procedure. Before each over-water flight, an inspection must be accomplished of every life raft, CO2 cartridge, hand air pump, flashlight, emergency ration, anti-exposure suit, first aid kit, and life vest. Each crew member must check his life vest inflation by mouth and see that the CO2 cartridge has not been punctured. Replace all defective vests and cartridges. Make sure all emergency equipment is in its proper place and is in readiness to enable the crew to evacuate the aircraft quickly. Crew members are dependent upon each other for survival and the possibility of survival depends critically on the amount of emergency equipment rescued. It is up to each crew member to see that the equipment assigned to him has been brought aboard the rafts. Uninjured personnel, when necessary to minimize further injury, assist injured

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cont:

men to their ditching stations and take over their ditching responsibilities. After impact, see if any one requires help before you leave the aircraft.

3. Preparation for Ditching. Ditching equipment should be in readiness at all times when flying over water. As soon as the necessity for ditching is evident and the aircraft commander has given the order to prepare for ditching, jettison as much unessential equipment and cargo as time will permit. This will lighten the impact load when the aircraft strides the water, and the debris from the jettisoned material will aid searchers. The lower compartment front and rear doors should remain closed at all times. After the aircraft commander has been notified that the jettisoning of equipment has been completed, all crew members will remove parachute harness, winter flying boots, and loosen shirt collars. Put on exposure suit if time permits. It will take about a minute to on the suit. Wear emergency kit, life vest and gloves. Complete your assigned duties and pad your ditching station with a parachute, one man raft, and the cushions available. When outside of aircraft, inflate life vest before entering raft.

ASSISTANT BOOM OPERATOR- SCANNER PROCEDURE

1. Immediate Action
   a. Stow over wing and rear upper hatches.
   b. Assists in preparation of emergency equipment.
   c. Assists in jettisoning cargo and stowing loose equipment
   d. Removes parachute or parachute harness if below 1000 feet
   e. Check life vest
2. Ditching imminent. (10 minutes)
   a. Assumes ditching position on floor with back to bulkhead #238. Head cradled in arms, knees drawn up. Pad position with parachute, cushions, etc.
3. After Ditching
   a. Throw one man raft out and exits through right forward emergency exit window with life raft.
   b. Inflates and enters first raft on the right side.

AFTER DITCHING

1. When the aircraft has come to a complete stop, each crew member will proceed with his particular duty. In the event that cargo has obstructed the passage to the cabin, all personnel in the crew compartment will exit through the astrodome, or, if this is not possible, the cockpit windows.
2. Life rafts will be passed out the front emergency exit windows of the main cargo compartment and inflated on the wing. If possible, an equal number of rafts will be passed through each window. Rafts should be launched over the forward edge of the wing to avoid tearing rafts on edges of wing flaps which will undoubtedly be damaged on impact.
3. If only the normal crew is aboard, all personnel can enter one raft. However, two life rafts should be launched and used together. Number one raft; aircraft commander, navigator, flight engineer and boom operator. Number one raft; co-pilot, radio operator, and assistant boom operator-scanner. As many additional rafts as time permits should be inflated, and tied to crew rafts.
4. All rafts will be tied together and remain in the immediate vicinity of the aircraft as long as it floats. If time permits, a survey should be made of the aircraft to salvage anything that may be of help to the survivors.
5. The aircraft commander will assume full command and immediately apply all the fundamentals of survival at sea.

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6. It is desirable to emphasize that the possibilities of the KC97 type aircraft remaining intact after a reasonably well executed ditching are excellent. After ditching, do not leave the vicinity of the aircraft until it has been determined that the aircraft will sink. Leaking of water into the lower compartments should not be misconstrued as a sinking condition. With the lower compartment fulllof water, the main compartment floor will be approximately 20 inches above water, depending on the weight of the aircraft. If the aircraft commander determines that the aircraft is in a safe condition he should instruct the crew to return to the aircraft and utilize the dry upper compartments as long as possible. It is mandatory that proper precautions are taken so that a quick and safe exit is possible when necessary.

SECTION III - BAIL OUT PROCEDURES

1. GENERAL: a. The aircraft commander will not give the order to bail out until he is certain the altitude is sufficiently high for a safe bailout, nor will any crew member or passenger leave the aircraft until ordered to do so by the aircraft commander.

b. On cargo type aircraft, primary emergency bailout exit is lower aft escape hatch.

c. Jumpmaster designated by aircraft commander will stand by on interphone until all passengers and crew members have left the aircraft with the exception of the pilot and has relayed the message to him.

d. With IFR tanks installed, personnel should bailout through upper escape hatches aft of the propellers as follows:

1) Navigator, radio operator, flight engineer and co-pilot, through upper forward escape hatch in that order after passengers have cleared aircraft.
2) Assistant boom operator, boom operator and aircraft commander through upper rear escape hatch in that order after passengers have cleared the aircraft.
3) Passengers will bail out through upper emergency escape hatches in briefed order.

e. When jumping from escape hatches, crouch slightly, hold both sides of the hatch, propel yourself out with arms and legs curled into a cannonball as you leave. This will reduce body drag.

f. After clearing the aircraft, the free fall can be governed by stretching the body full length, slight bend in the waist, feet together. When using a back pack, tuck chin down on chest so ripcord can be seen. Do not get head upright. When a chest pack is used, turn the head over one shoulder and keep arms under pack to avoid shroud lines. Pull ripcord handle with a hard, fast yank. Follow through and pull handle free of pack.

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BOOM OPERATOR, ASSISTANT BOOM OPERATOR - SCANNER PROCEDURE

1. When notified to prepare for bailout.
   a. Insure that boom is stowed
   b. Upon orders from the aircraft commander, jettison emergency escape hatches.
   c. Check parachutes.
   d. Help prepare passengers for leaving aircraft.

2. When bailout signal is given.
   a. Assist passengers leaving aircraft by rear escape hatches.
   b. Leave aircraft through rear escape hatches after all passengers have cleared aircraft. Boom operators follow assistant boom operators.

OVER WATER. a. Bailout is not recommended over water unless visual contact is made with adequate surface help. If no rescue vessels are in the vicinity, bailout should be used only as a last resort because of the extreme difficulty of getting the crew together in the water. The large life rafts offer more elaborate survival and signaling equipment than do one man rafts. In any but the warmest seas, a man will survive only a few hours if kept afloat by means of a life vest alone. Wearing an exposure suit will increase this time, but still cannot compare with the time of survival in a life raft. If bailout is decided upon, and time permits, the aircraft commander will circle and order life rafts to be thrown overboard prior to the crew bailing out. This will at least increase the chances of survival if any of the crew can locate or inflate one or more of the rafts and search for other crew members. When the bailout warning is given, each crew member will remove his individual life raft (dinghy) from its position near his station and snaps it on his parachute harness and on to the ring of his life vest waist strap. After jumping from aircraft, and pulling ripcord, proceed as follows:

1. When feet touch water, move both hands to shoulders and actuate quick release to avoid being trapped, and possibly drowned, by becoming entangled in the parachute or shroud lines.

2. When clear of parachute, inflate life vest, then inflate the one man life raft and climb in from the small end, being careful not to capsize the raft. Check all emergency equipment in the raft and attempt to locate the other crew members.

SECTION IV - CRASH LANDING

1. GENERAL: a. In a crash landing, the crew positions and duties are essentially the same as for ditching; however, all crew members not essential to the crash landing will be given permission to bail out, if they so desire.

2. CRASH LANDING - GEAR UP: a. The radio operator will begin emergency procedure if time permits.
   b. Cargo will be secured with additional tie downs. All unessential equipment will be jettisoned.

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c. All passengers will be removed from their compartments, and advised of emergency exits.

d. All emergency exits will be removed and jettisoned.

e. Parachutes will be removed if below 1000 feet.

[illegible]: a. Aircraft Commander in position and secure; co-pilot in position and secure; navigator, radio operator, boom operator, assistant boom operator, scanner and passengers will be braced against bulkhead 220. If it is not possible to brace overhead braced against the bulkhead, all padding possible will be used and the crew members will brace against the bulkhead and entire personnel will tie between their legs. Passengers will crash in place if there are too many to use bulkhead 220.

[illegible]: a. On all crash landings, the crew member will leave the aircraft immediately after it comes to a stop. In all cases, the crew will leave the aircraft by the emergency exit nearest to his position, if the attitude of the aircraft does not permit this, they will leave through the nearest exit commensurate with safety.

[illegible]

A. [illegible]: If the aircraft commander decides to refuse the take-off, due to engine failure or other reasons, he should use the following procedure.

a. Aircraft commander closes the throttles and calls out "refused take-off".

b. Boom operator, assistant boom operator and scanner be alert on interphone for orders from aircraft commander or possible engine fire, and visually check engine gear.

c. Brace yourself for reverse of propellers and be like action.

d. After aircraft has come to complete stop, immediately check all engines and main gear for possible fire.

B. [illegible]: a. Whenever an engine fire is encountered in flight, rapid accomplishment of emergency procedure is necessary. If boom operator, assistant boom operator - scanner, discovers fire he should immediately notify aircraft commander.

b. The word fire should never be used. In your procedure you will use the following: "Pilot from scanner, (Name) coming from ... (destination) engine, or if in the aircraft, designate engine location. Be explicit in your description of said flame.

C. [illegible]

[illegible]:

1. [illegible] of black smoke from exhaust.
   CAUSE: Detonation, afterfire and/or backfire.

2. [illegible] of blue-grey smoke from exhaust and coal fire crew.

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CAUSE: Oil boiling into exhaust stacks and vaporizing. Not a dangerous condition providing oil leak is not excessive.

3. Grey smoke coming from cowl flap of forward engine section.
CAUSE: Cylinder failure, exhaust stack failure or broken fuel injection line. If condition results in blown cylinder head or open exhaust stack, fire and black smoke will appear in exhaust stream.

4. Light orange colored fire coming from exhaust.
CAUSE: On ground at idling speeds, indicates mixture too rich. In flight, usually at high power settings, this can occur and indicates too rich mixture.

5. Black smoke with orange-yellow flame coming from accessory section.
CAUSE: Fuel fire in accessory section generally caused by broken fuel line.

6. Bluish smoke coming from exhaust.
CAUSE: Burned or worn out piston rings permitting cylinder to pump oil. Also caused by leaking impeller seal allowing oil to seep into induction system. At night, this condition appears as fire, however, it is only hot oil burning in exhaust stack and exhaust stream.

7. Black smoke coming from exhaust.
CAUSE: Induction fire.

8. Dense white smoke coming from exhaust.
CAUSE: Induction fire in advanced stages. Very dangerous condition. Magnesium accessory section has probably ignited.

9. Dense white smoke coming from cowl flap areas.
CAUSE: Indicates induction fire has burned through intake pipes and it is possible engine may fall off its mounts.

10. Black smoke coming from accessory section.
CAUSE: Oil fire in accessory section. If fire has burned through intercooler, smoke will come out of intercooler flap.

11. Heavy oil flow from breather pipe.
CAUSE: Internal failure.

D. ELECTRICAL FIRE - MID AIR: In the event of a short circuit that may be indicated by detection of fire, smoke or overheating of any electrical equipment or wiring. The following procedure is recommended:

1. Aircraft commander checks that engineer turns off battery switch, generators, alternators and APU.

2. Boom operator, assistant boom operator or scanner will put out the fire with CO2 hand fire extinguishers or if there is no fire, check throughout the aircraft for sources of smoke or other indication. If source is found, turn off applicable switch or pull the applicable unit circuit breaker. If used, crew will go on 100% oxygen, immediately.

3. If sources can not be found, turn off all electrical equipment switches and pull out all circuit breakers. Do not open hatches or windows for fuselage fire.

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4. Equipment will be turned on one unit at a time and carefully observed.

5. An emergency descent should be made and a landing accomplished if necessary. If the fire is uncontrollable or there is danger of an explosion, the aircraft commander will order the crew to bail out.

E. CABIN (BODY) HEATER OVERHEAT OR FIRE WARNING: a. Aircraft Commander directs engineer to start cabin fire procedure, and turn off all heater switches.

1. Aircraft commander orders crew to don oxygen masks and use 100% oxygen.

2. Aircraft commander directs crew to remove all unnecessary equipment and baggage from lower compartment.

3. Aircraft commander advises crew to stand by for emergency descent or bailout if necessary.

F. EMERGENCY GEAR OPERATION: (MAIN LANDING GEAR & SCANNER)

1. Lowering of gear manually:

a. A qualified crew member will proceed to forward end of rear lower cargo compartment and establish interphone contact. check gear switch off. Circuit breaker can be pulled for added safety.

b. Pull the rod "T" handle to engage the manual system clutch by seating the swaged ball in protruding seat.

c. Insert the crank located aft of the rear gear, and adjacent to the emergency operating adapter and rotate 10 turns in the direction indicated on placard.

d. Return the rod "T" handle to the original position.

e. Release the clutch by swinging crank rapidly backward and forward with a pendulum motion. The gear will lower by gravity after the clutch is released.

CAUTION: After the clutch is released do not attempt to reengage the clutch or operate the gear for at least five seconds after gear is released. This will allow time for the gear to free fall and prevent damage to the clutch mechanism or injury to the operator which would result if the clutch were reengaged while the gear was free falling.

f. Pull the rod "T" handle and reset the swaged ball to reengage the clutch.

g. Rotate the crank in the direction indicated until two stops are encountered and lock is engaged.

h. Make certain that the down lock is engaged. The lock can be felt snapping into position after the stops are encountered and lock is engaged.

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i. Release red "T" handle.

j. Check with pilot for instrument indication.

2. Lowering of gear electrically with emergency flap motor:

a. Pull the red "T" handle near each landing gear emergency hand crank clutch receptacle by seating swaged ball in protruding seat.

b. Remove emergency flap motor mounted on the aft side of the rear spar in the center wing section by loosening four wing nuts.

c. Insert portable emergency flap motor on gear drive shaft and operate switch as indicated on switch cover.to down and locked position.

d. A visual check will be maintained on gear and the man operating the emergency flap motor will be informed, on interphone, when the gear is in the full down position.

e. Release red "T" handle.

f. Check with the pilot for instrument indication.

CAUTION: Always release the red "T" handle after emergency operation is completed to reengage the clutch in the normal position.

3. Raising of gear manually:

a. Pull the red "T" handle to engage the clutch by seating swaged ball in protruding seat.

b. Insert the crank and rotate in the direction indicated.

c. Release red "T" handle.

4. Raising the gear with emergency flap motor:

a. Pull the red "T" handle to engage the clutch.

b. Insert portable emergency flap motor on gear drive shaft and operate switch as indicated on switch cover.

c. A visual check will be maintained on gear and the man operating the emergency flap motor will be informed on interphone, when gear is in the "full up" position.

d. Release the red "T" handle.

e. Check with the pilot for instrument indication.

G. NOSE WHEEL LANDING GEAR:

NOTE: No provisions are made for emergency power operation of the nose gear.

1. Lowering of nose gear:

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a. Proceed to the lower compartment under the flight deck. Check gear switch off. Circuit breaker can be pulled for added safety.

b. Disengage the motor clutch.

CAUTION: Do not crank with the motor engaged, this will prevent the possibility of the motor starting suddenly with resultant injury to the operator.

c. Remove the rubber plug from the socket.

d. Engage the crank stowed under side lower nose compartment hatch, through the two keyed sections by pressing down on the crank hub for the first full turn.

e. Rotate the crank through five turns as indicated.

f. Remove the crank to permit free gear travel.

g. Pause at least five seconds; then rearrange the crank and drive the gear against the stops; if not already engaged, this will set the lock with a perceptible snap.

h. Disengage crank.

i. Return the motor clutch to the engaged position.

j. Check with pilot for instrument indication.

k. Replace the rubber plug and the crank.

2. Raising of the nose gear:

a. Disengage the clutch and insert the crank as described in lowering procedure.

b. Crank the gear up as indicated. Approximately 280 turns are required to return the nose gear to the fully retracted position.

c. Disengage the crank.

d. Return the motor clutch to the engaged position.

e. Replace the rubber plug.

CAUTION: To prevent damage to the motor caused by overspeeding, do not operate the motor with the clutch disengaged.

NOTE: Unless absolutely necessary for safe continuance of flight, or in order to effect an emergency landing, the gear will not be cranked up.

H. EMERGENCY WING FLAP OPERATION: In case the wing flap motor used for normal operation fails, move the normal flap switch to the "OFF" position and hold the emergency wing flap switch, located on the overhead panel above the co-pilots head, in the desired

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position. Extend and raise flaps until the desired degree is indicated on the wing flap indicator.

CAUTION: When raising the flaps, stop the auxiliary motor when five degrees is reached, or, when extending, stop at 40 degrees, then very carefully inch the flaps to the extreme position. No limit switches are incorporated in the auxiliary motor. Scanners will report flap position on interphone.

I. JETTISONING CARGO:

WARNING: The person jettisoning the cargo out the cabin rear cargo door will be secured to the aircraft with a rope only long enough to permit him to successfully jettison cargo passed to him by other crew members. Start with cargo that is stowed over the center of gravity, then work both ways in order to maintain ballance of the aircraft. Cargo will not be jettisoned beyond the point where a safe center of gravity can be maintained.

SECTION XX - OXYGEN SYSTEM

1. A low pressure oxygen system is installed for crew and passenger use in case of failure of the cabin pressurization system. The oxygen system consists of two complete systems, a crew system, and a passenger system, separated by a line shut-off valve. A common filler valve located inside the lower cargo compartment just aft of forward entry door, is used to service both systems.

2. The crew system is divided into two separate systems by the use of two check valves, one mounted on each of the two G-I cylinders which normally supply crew oxygen. By the use of these valves the oxygen of one cylinder is limited to the use of the aircraft commander, navigator and radio operator, while the oxygen of the other cylinder is available only to the pilot, engineer and (when the shut-off valve in the boom operators lines open) boom operator. These two G-I cylinders of the crew system are located in the lower nose compartment. Provisions are also made for the installation of an additional G-I cylinder near the top of the rear of the control cabin if additional oxygen is needed for the crew systems. A check valve is not used with this cylinder. However, another check valve is mounted in the filler line between the cylinder, and the filler valve, which allows it to be filled and permits its oxygen to be used in both the crew systems. This check valve also allows the crew systems to utilize the troop system but autoprevents the oxygen of the crew systems of going back into the troop system at any time. A blinker type flow indicator, and a diluter-demand regulator are located at each station. Only demand masks will be used by the crew.

3. The boom operators line shut-off valve is located in the oxygen line of the crew system which supplies the co-pilot's and engineers stations and then runs aft to provide oxygen at the boom OPERators station. When open, this valve allows the boom operator to use oxygen from the co-pilot-engineer oxygen system. When the valve is closed the boom operators station is without oxygen source.

4. Seven portable oxygen bottles are provided. One is located on the aircraft commander's auxiliary panel, one behind the engineers panel, one on the ceiling aft of station #230, one on right rear side near the tail, one on the left side of lower rear cargo compartment, one at boom operators station, and one at lower forward

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cont:

entrance. A recharger assembly is located by each portable bottle

5. The regulator diluter lever on each crew regulator should be in the NORMAL OXYGEN position except when operating under emergency condition. With symptoms of anoxia, or if smoke or fumes should enter the cabin, set the regulator lever to 100% oxygen. If the regulator becomes inoperative open the emergency valve by turning the red emergency knob counter-clockwise.

CAUTION: When the regulator lever is in the 100% OXYGEN position or the emergency valve control knob is turned on, inform the aircraft commander immediately as this action will substantially reduce the duration of the system.

6. Passengers, troops and litter patients are supplied by one S-I and G-I type oxygen cylinders. Space provisions have been allowed for an additional type S-I and two G-I cylinders as required for any special mission. A pressure indicator is located on the right aft wall of the main cargo compartment. Continuous flow regulators provide outlets for each troop station as well as the crew lavatory. The regulators are automatic and supply the proper amount of oxygen with altitude. Only continuous flow masks will be used.

SECTION XXI CARGO HOIST

1. The KC-97 is equipped with an electric cargo hoist, which is used to hoist cargo and IFR equipment through the rear cargo opening and move it forward and lower it into position in the main cargo compartment. An electric motor located just aft of bulkhead #230, operates a hoisting hook, which is suspended from a trolley that travels fore and aft on an overhead monorail. The hoist has a capacity of 2500 pounds when a single cable is suspended from the cargo hoist trolley, and 5000 lbs. when a double cable and snatch block is used. The snatch blocks are stowed on the forward bulkhead of the main cargo compartment bulkhead to the right of the door.

2. The cargo hoist motor is a 24 volt reversable motor. Power for this motor comes through a 120 amp circuit breaker on the forward panel. There are two clutches in the hoisting unit. One clutch locks the traversing drum to the frame for hoisting and the other locks the drums together for traversing. The cargo hoist is controlled by a portable control unit which is held in the operators hand (the control unit is stowed on the main cargo compartment). There are five push buttons on the control unit; up, down, forward, aft and emergency stop. There are three plug-in receptacles for the control unit located along the right side of the main cargo compartment to enable the operator to operate the hoist from the most advantageous position.

3. The cargo hoist shield is located under the cargo hoist on bulkhead #230. On this shield is a 15 amp control circuit breaker, an emergency stop button, a power reset button (which must be reset after each emergency stop) and an amber light which is on whenever there is power to the control circuit.

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4. The cargo hoist system may be operated manually by means of a handcrank stowed at station 230. The handcrank fits into a receptacle on the motor unit, and drives the hoisting and traversing drums through a planetary gear system. The hoist can be lowered by releasing the manual hand brake on the left end of the motor, using the dynamic braking of the cargo hoist motor unit to limit the speed; by using the handcrank with the manual hand brake engaged; or by partially engaging the manual hand brake to exert a slight drag on the drum. The manual hand brake should remain engaged except when lowering a load.

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DOT 353 28 October 1953

SUBJECT: November Master Ground Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for November. The following priority will be observed during the month for all ground training items: (1) Flying Safety, (2) Advanced Survival, (3) B-47 MTD when programmed, (4) altitude Chamber Indoctrination and refresher, (5) Synthetic Trainers, and (7) other ground training items depending upon the number of personnel available for utilization. For purposes of this schedule the 308th Air Refueling Squadron is considered a tactical organization.

2. Subjects listed with an asterisk (*) are applicable to all squadrons. The remaining subjects, with minor exceptions, apply only to the four tactical squadrons.

3. It is imperative that all suspense dates in the schedule be met when submitting names of personnel to attend the various on or off-base training courses. Any cancellations, changes, deletions, etc., will be made through the Wing Ground Training Section.

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BY ORDER OF THE COMMANDER:

FRANCIS M. WINGET
Lt. Col., USAF
Deputy Director of Operations

1 Incl
November Grnd
Trng Schedule

DISTRIBUTION:

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1 3WCO	1 3DOF
1 3WDCO	1 3DOS
3 3WADJ	1 3DOSO
1 3DP	1 3DOCM
2 3DO	1 3DOG
1 3DDO	2 3DA
1 3DOA	1 3WCOP
1 3DOI	1 ea Sq Cmdr
1 3DOC	1 ea Sq Ops/Off
1 3DOP	2 ea Sq Trng/Off

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308TH BOMBARDMENT WING A
November Master Ground Training Schedule

*1. Management: Base Wide Management training for 7 level NCO's will be conducted on 2, 16, and 30 November 1953. Each class will run 4 hours a day for two weeks from 0800 to 1200 hours. Squadrons will be notified by 3HP of their respective commitments for each class. Classes will be held in building 916. A course for company grade officers will be announced at a later date.

*2. ABC Defense: The ABC Movies have been discontinued. Squadron ABC Officers and NCO's should be qualified to give these courses. All personnel should be trained by the end of the year.

*3. ABC Defense - Annex I and II: Same as above.

*4. Basic Weapons: Squadrons will continue to schedule periods of small arms firing as necessary. The range may be scheduled by calling the Base Training Aids Section, Ext 342. This is an annual training requirement for all personnel.

*5. Security: Phase II of this training is expected to start during the month of November. A schedule will be forthcoming at a later date from the Wing Security Officer.

*6. Flying Safety: Schedule will be announced at a later date from the Flying Safety Officer.

7. Physiological Training: Two quotas are available for this Wing on 5 and 19 November 1953. Special Order Requests will be submitted by the Wing Ground Training Section upon notification from squadrons as to who will attend. Personnel attending will have in their possession oxygen mask and helmet. Arrangements have been made with the Flight Surgeon to examine personnel each Tuesday at 1300 hours before departing for the Chamber. Personnel attending this training will have a 1400 station time at Base Operations on Wednesday, 4 November and 18 November 1953, unless otherwise notified.

8. Physical Conditioning: For Phase I and II (Judo and Exercises) training see attached schedule D. Your attention is invited to two new regulations on this training: SAC Reg 50-2 and SAC Reg 50-51.

9. Code: See attached schedule B.

10. First Aid: The following is quoted from Suppl V, 2AFR 50-6, "When proficiency is established by adequate written test prepared by medical agencies, hours of required training need not be accomplished." First Aid Tests may be obtained from the Air Base Training Flight. This is an annual requirement.

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11. Basic Survival: This Wing has three classes starting in November; on 2, 16, and 30 November 1953. Roster of personnel to attend this training will be in the Wing Training Section on Friday preceding the class starting date and will include the following information: Name, Rank, Serial Number, Crew Position, and Security Clearance.

12. Operation and Movement of a/c on the Ground: This is a semi-annual training requirement and should reflect 100% completion at the end of the year. Squadrons will make arrangements for personnel to be tested with the Base Motor Vehicle Training School. Pilots are exempt from this training.

13. Synthetic Trainers: See attached schedules: A (Link) and B (Loran).

14. Skeet: See attached schedule C.

15. Intelligence: Schedule to be announced at a later date.

16. Base Instrument School: Three instrument courses are scheduled during the month of November in building 916; on 5 & 6; 11 & 12; and 24 & 25 November. Classes start at 0800 hours and will finish at 1630 hours each day. Pilots whose instrument cards are due to expire within sixty days of the above dates will be scheduled for one of these courses. Names of personnel to attend will be forwarded to the Wing Ground Training Section in duplicate not later than two working days prior to class starting date.

17. Special Weapons: A four day course will be given to PLC Teams on 23, 24, 25, and 27 November. All PLC team members will attend this course. Refresher training for AC's will be given on 2, 3, 4; 9, 10, 11; 12, 13, 14; and 16, 17, 18 November 1953. Observers will attend at least one of these scheduled courses.

18. Character Building:

373rd, 374th, 375th, and 308th Air Rflg Sqdn

1600 hrs, Friday 13 Nov 53
1100 hrs, Saturday 28 Nov 53

308th FM, PM, A&E, and Hdqts Squadron

1100 hrs, Saturday 14 Nov 53
1600 hrs, Friday 27 Nov 53

19. Advanced Survival: Two quotas for this training will be filled on 4 and 27 November 1953. Twenty spaces are available on 4 November and 31 spaces on 27 November. It is mandatory that a list of personnel to attend this training reach the Wing Ground Training Section at least 8 days prior to class departure date. Personnel attending this training must have in their possession a Basic Survival Progress Check Sheet or equivalent thereof and a copy of appropriate special orders. The OIC will have the above plus 3 extra copies of the special orders.

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A. LINK TRAINER SCHEDULE

308th Air Rflg Sqdn - 1300-1400 hrs each Monday, Wednesday, and Friday the entire month of November. (C-8 Trainer)

373rd, 374th and 375th Bomb Squadrons will schedule Link Trainer by request through the Wing Ground Training Section.

B. CODE SCHEDULE

The Code School will be open daily between 0800-1200 hours for use by personnel of both wings. The Code School can handle a maximum of 25 men at one time.

C. SKEET SCHEDULE

Dates	1300-1500 hrs	Dates	1300-1500 hrs
2 Nov	374	16 Nov	373
3 "	375	17 "	374
4 "	373	18 "	375
6 "	374	20 "	373
9 "	375	23 "	374
10 "	373	24 "	375
11 "	374	25 "	373
13 "	375	27 "	374
		30 "	375

NOTE: Six is the minimum number that will be accepted for this training. The Wing Ground Training Section will be given 24 hours notice of any cancellations. No Skeet will be conducted on any Thursday during the month of November.

D. PHYSICAL CONDITIONING SCHEDULE

Dates	0900-1100 hrs	Dates	0900-1100 hrs
2 Nov	373	17 Nov	374
3 "	374	18 "	ARS
4 "	ARS	19 "	375
5 "	375	20 "	ARS
6 "	ARS	23 "	373
9 "	373	24 "	374
10 "	374	25 "	ARS
11 "	ARS	27 "	375
12 "	375	30 "	373
13 "	ARS		
16 "	373		

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NOVEMBER MASTER GROUND TRAINING SCHEDULE (CONT'D)

L. LORAN TRAINER SCHEDULE

Dates	0800-0900 hrs	0900-1000 hrs	1000-1100 hrs	1100-1200 hrs
3 Nov	373	374	375	ARS
5 "	373	374	ARS	
10 "	373	374	375	ARS
12 "	373	374	ARS	
17 "	373	374	375	ARS
19 "	373	374	ARS	
24 "	373	374	375	ARS

Reference Suppl XV, 2AFR 50-6: 1241's, 1524's, and all single rated Observers are required to accomplish one (1) Loran calibration check semi-annually.

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER.....1

GENERAL

1. ROIF's of this Headquarters are issued to disseminate communications information pertaining specifically to this command, and information required by aircraft radio operators for use in-flight.

2. All units of this command maintaining communications offices will have current copies of SAC Manual 100-55-1 (SACCOM-2) and Second Air Force Communications Instructions available in the communications office at all times.

3. ROIF's will be safeguarded in accordance with AF Reg. 205-1.

4. Superseded ROIF's will be removed and destroyed by burning within two days after receipt of new and effective ROIF's.

BY ORDER OF THE COMMANDER:

FRANCIS E. WRIGHT
Lt. Col. USAF
Deputy Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia

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RADIO OPERATORS INFORMATION FILE: 27 November 1953

NUMBER.....2

INDEX

ROIF#	TITLE	DATE
1.	General	25 Nov 53
2.	Index	27 Nov 53
3.	Distribution	25 Nov 53
4.	Voice Call Signs (Local)	24 Nov 53
5.	Key AACS A/G stations	20 Nov 53
6.	HF Channelization	25 Nov 53
7.	VHF Channelization	19 Nov 53
8.	UHF Channelization	20 Nov 53
9.	R/O Checklist	25 Nov 53
10.	Standard Phonetic Alphabet	25 Nov 53
11.	R/O Logs	25 Nov 53
12.	Calculation of Frequency ARC-3	25 Nov 53
13.	Flight Packets	24 Nov 53
14.	Reporting Procedures	25 Nov 53
15.	VHF Frequency Checks	25 Nov 53
16.	SAC Procedures, HF A/G reports	19 Nov 53

(NOTE) This index lists all currently effective ROIF's.

BY ORDER OF THE COMMANDER:

FRANCIS E WRIGHT
Lt Col. USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
Office of The Director of Operations
Hunter Air Force Base
Savannah, Georgia

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER.....3

DISTRIBUTION

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WING COMMUNICATIONS	2
308TH AIR RFLG SQDN	33

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Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 24 November 1953

NUMBER.....4

LOCAL VOICE CALL SIGNS

1. In accordance with section 3 Par 5 of 2AF Manual 65-1 dated 15 Oct 51, the following local voice call signs will be used.

UNIT	CALL SIGN
MAINTENANCE CONTROL	BEHOLD MAINTENANCE CONTROL
CONTROL ROOM	BEHOLD CONTROL
308TH A & E	BEHOLD A&E
373RD BOMB SQDN	BEHOLD 373
374TH BOMB SQDN	BEHOLD 374
375TH BOMB SQDN	BEHOLD 375
FIELD MAINTENANCE	BEHOLD FIELD MAINTENANCE
SERVICE STOCK	BEHOLD SERVICE STOCK
SUPPLY	BEHOLD SUPPLY
PERIODIC MAINTENANCE	BEHOLD PERIODIC MAINTENANCE

2. This ROIF will be included in all radio operators Flight Packets.

BY ORDER OF THE COMMANDER

FRANCIS E. WINGET
Lt. Col., USAF
Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 20 November 1953

NUMBER.....5

KEY AACS AND GLOBECOM AIR/GROUND STATIONS

1. The following listed stations are designated key AACS and GLOBECOM stations. A list of voice frequencies follow each station listed.

Albrook, Canal Zone(AHA2)
4724.5Kcs, 6738Kcs, 2862Kcs, 11228Kcs, 15016Kcs.

Andrews, Wash, D.C.
2862Kcs, 4220Kcs, 4724.5Kcs, 6475Kcs, 6738Kcs, 8200Kcs, 11228Kcs, 12755Kcs, 15016Kcs.

Carswell, Texas
2862Kcs, 4724.5Kcs, 6738Kcs,*8992.5Kcs, 11228Kcs, 15016Kcs.

Croughton, England(AJC8)
4397.5Kcs, 6730.5Kcs, 8980Kcs, 11228Kcs, 12755Kcs.

Dhahran, Saudi Arabia(AJG8)
4397.5Kcs, 3432.5Kcs, 9320Kcs, 12755Kcs, 11228Kcs, 8531Kcs.

Elmendorf, Alaska(AKA5)
4220Kcs, 9320Kcs, 12755Kcs, 6523Kcs.

Ernest Harmon(AKX2)
17490Kcs, 12755Kcs, 4220Kcs, 8200Kcs, 6475Kcs.

Eielson, Alaska(AKC7)
4220Kcs, 6523Kcs, 2912Kcs, 9320Kcs, 12755Kcs.

Goose, Labrador(AKZ8)
6475Kcs, 4220Kcs, 8200Kcs, 12755Kcs, 17490Kcs.

Guam(AIE3)
3320Kcs, 5897.5Kcs, 10355Kcs, 15016Kcs.

Hickam, Hawaii(AGA2)
3820Kcs, 5897.5Kcs, 10355Kcs, 15016Kcs, 2878Kcs, 6760.5Kcs, 11180.5Kcs 5710.5Kcs, 17993.5Kcs.

Johnson, Tokyo, Japan(AIF2)
3320Kcs, 5897.5Kcs, 10355Kcs, 15016Kcs,

Lages, Azores Is.(CUW2)
4220Kcs, 4397.5Kcs, 6475Kcs, 6730.5Kcs, 8200Kcs, 11228Kcs, 12755Kcs.

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Manila, Clark AFB, P.I.(AII2)
3320Kcs, 5897.5Kcs, 10355Kcs, 15016Kcs.

Okinawa(AIG2)
3320Kcs, 5897.5Kcs, 10355Kcs, 15016Kcs.

Ramey, Puerto Rico(AHD2)
2862Kcs, 4724.5Kcs, 6738Kcs, 11228Kcs, 15016Kcs.

Rapid City, Ellsworth AFB, S.D.
2862Kcs, 4724.5Kcs, 6738Kcs, 11228Kcs, 15016Kcs.

Rhein/Main, Germany(AJF7)
4397.5Kcs, 6730.5Kcs, 9320Kcs, 11228Kcs, 12755Kcs.

Sidi Slimane, F.M.(AJH2)
4397.5Kcs, 9320Kcs, 11228Kcs, 12755Kcs.

Tampa, MacDill AFB, Fla.
2862Kcs, 4724.5Kcs, 6738Kcs, *8992.5Kcs, 11228Kcs, 15016Kcs.

Travis, Calif.
2878Kcs, 6760.5Kcs, 11180.5Kcs, 15016Kcs, 5710.5Kcs, 17993.5Kcs.

Wheelus, Tripoli, Libya(AJG7)
4397.5Kcs, 9320Kcs, 11228Kcs, 12755Kcs.

*It is recommended that this frequency be used as much as possible with Carswell and MacDill Airways to alleviate overcrowded conditions on other frequencies.

2. These stations are by no means the only AACS stations that can be utilized, but are set forth as primary or key AACS and GLOBECOM stations. Consult your current Radio Facility Chart for other stations and frequencies as required. The above list of frequencies are voice (A3) only. CW frequencies for overseas stations are listed in the Facility Chart but will not be used unless it is impossible to make voice contact.

3. This ROIF will be included in all radio operators flight packets.

BY ORDER OF THE COMMANDING:

FRANCIS E. WINGET
Lt. Col., USAF
Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER.....6

HF CHANNELIZATION LIAISON

1. The following frequencies are to be tuned in the respective channels of the liaison radio transmitter AN/ART-13 in all aircraft. Frequencies are primarily for use with AACS Ground/Air communications.

CHAN	FREQ	EMISSION	SERVICE
1	2862	A3	AACS Air/Ground
2	4270 *	A3	Interplane
3	4724.5	A3	AACS Air/Ground
4	6475	A3	AACS Air/Ground
5	6738	A3	AACS Air/Ground
6	8200	A3	AACS Air/Ground
7	11228	A3	AACS Air/Ground
8	8992.5	A3	AACS Air/Ground
9	3023.5	A3	Control Tower (R)
10	8364	A1-A2-A3	National and International General Emergency and Safety
LF	500	A1	International General Emergency

*NOTE: Non-interference basis with RBS sites.

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2. The following frequencies are to be tuned in the respective channels of the Command Radio Transmitter AN/ART-13 in all aircraft. Frequencies are primarily for use with AACS Ground/Air communications.

CHAN	FREQ	EMISSION	SERVICE
1	6738	A3	AACS Air/Ground
2	8992.5	A3	AACS Air/Ground
3	11228	A3	AACS Air/Ground
4	3105	A3	CAA
5	4270	A3	Interplane
6	6523	A3	AACS Air/Ground (Kindley)
7	6577	A3	ICAO
8	6595	A3	AACS Air/Ground (Kindley)
9	8364	A1-A2-A3	National & International General Emergency & Safety
10	3023.5	A3	Tower (R)
11	15016	A3	AACS Air/Ground

3. Channelization listed herein is for normal operations. For special missions other frequencies may be installed but only in accordance with SACCOM-2 or special directives from this or higher Headquarters. Messages will be transmitted to AACS Airways for relay to SAC or 2AF bases.

4. This ROIF will be included in all radio operators flight packets.

BY ORDER OF THE COMMANDER:

FRANCIS E. WINGET
Lt. Col., USAF
Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 19 November 1953

NUMBER.....7

VHF CHANNELIZATION

1. The following frequencies will be installed in channels as indicated in all aircraft equipped with radio set AN/ARC-3.

CHANNEL	FREQUENCY	SERVICE
A*	R 135.00 T 135.90	CAA (Range Station)
B	126.18	Control Towers (USAF)
C	137.88	Military Flight Service
D	121.50	International Emergency
E**	133.56	Behold Control
F	138.42	Control Towers Secondary .
G	136.80	GCA Search
H	134.10	GCA Final

*Formations of aircraft under instrument flight plans are authorized to utilize 135.90 Mcs in channel "A" as simplex communications. The word "Simplex" will be added to the call sign of aircraft crystalized for simplex operation (transmit and receive) on "A", 135.90 Mcs when communicating with CAA airways stations and when completing flight plans which will be transmitted to or by CAA. Use of word "Simplex" will give positive identification of aircraft receiving frequency. All aircraft equipped for duplex operation on "A" channel (transmit 135.90 Mcs, receive 135.00 Mcs) will transmit normal radio call.

**Tanker Aircraft only. Behold Control stands continuous watch on 133.56 Mcs.

2. Each aircraft will carry on every flight, the crystals for 142.20 Mcs. This frequency will be used to contact BEHOLD MAINTENANCE CONTROL if specialists are needed to meet the aircraft. 142.20 Mcs will be utilized in "Echo Channel". The call sign for 308th Maintenance Control will be BEHOLD MAINTENANCE CONTROL.

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3. Channelization as listed herein is for normal operations. For special missions other frequencies may be installed, but only in accordance with SACCOM-2 or special directive from this or higher Headquarters.

4. This ROIF will be included in all radio operators flight packets.

BY ORDER OF THE COMMANDER:

Francis E. Wimget

FRANCIS E. WIMGET
Lt. Col., USAF
Deputy Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

ROIF-8
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RADIO OPERATORS INFORMATION FILE: 20 November 1953

NUMBER.....8

UHF CHANNELIZATION

1. The following frequencies will be installed in channels as indicated in all aircraft equipped with radio set AN/ARC-27.

CHANNEL	FREQ.	SERVICE
1	236.60	Control Twr. (Mil. Pri.)
2	275.80	Control Twr. (Mil. Sec.)
3	257.80	Control Twr. (Civil)
4	255.40	CAA (Range Station)
5		
6	341.40	Bomber Common
7	311.00	SAC Common
8		
9		
10	364.20	GCI Common
11	266.20	Air Refueling (Pri.)
12	351.10	Fighter Bomber Liaison
13		
14	305.40	UHF/DF
15	363.80	Approach Control
16		
17	335.80	GCA Search
18	289.40	GCA Final
G.D.	243.00	Emergency
M.	295.80	Fighter Common Pri.
M.	260.20	Fighter Common Sec.
M.	240.60	IFR Turner (Nimrod Control)

2. The Manual channels of the AN/ARC-27 may be channelized as required by the Aircraft Commander.

3. This ROIF will be included in all radio operators flight packets.

BY ORDER OF THE COMMANDER:

FRANCIS E. WINGET
Lt. Col. USAF
Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER.....9

RADIO OPERATORS ABBREVIATED CHECK LIST
(KC-97)

1. AT BRIEFING

   a. Draw crystals and check for proper frequencies.

2. AT AIRCRAFT

   a. Equipment displayed and roll call.
   b. Form one (1).

3. PREFLIGHT DUTIES (CHECK)

   a. Check with A/C on proper call sign.
   b. Navigational aids and G File.
   c. Antennas, tension and clean. Static dischargers.
   d. Interphone and visual equip. Check moving forward from Boom Operators Position.
   e. Operational equipment (Check).

      1. A/C position.
      2. Pilot's position.
      3. Navigator's position.
      4. Radio Operator's position.
      5. Oxygen equipment.

4. LOADING OF PROFESSIONAL AND EXTRA EQUIPMENT.

   a. Crew inspection.
   b. Preflight complete.
   c. Extra equipment stowed.
   d. Emergency procedures report.

5. BEFORE STARTING ENGINES

   a. On interphone.
   b. Position and oxygen report.

6. BEFORE TAXIING

   a. Safety belt fastened.

7. BEFORE TAKE OFF

   a. Assume take-off position.

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER 10

STD PHONETIC ALPHABET

1. The phonetic alphabet outlined below was developed by ICAO and will be employed by all USAF air crews, effective 1 July 1952. The old phonetic alphabet outlined in ACP 125(A) is no longer applicable.

2. The words of the new ICAO alphabet which follows, should be memorized thoroughly so that whenever isolated letters or groups of letters are pronounced separately, or are spelled, for example, to identify unusual words or when communication is difficult, the alphabet can be easily and fluently used.

LTR	PRONOUNCED AS	LTR	PRONOUNCED AS
A	ALFA	N	NOVEMBER
B	BRAVO	O	OSCAR
C	COCA	P	PAPA
D	DELTA	Q	QUEBEC
E	ECHO	R	ROMEO
F	FOXTROT	S	SIERRA
G	GOLF	T	TANGO
H	HOTEL	U	UNION
I	INDIA	V	VICTOR
J	JULIET	W	WHISKEY
K	KILO	X	XRAY
L	LIMA	Y	YANKEE
M	METRO	Z	ZULU

EXAMPLE: When using the phonetic alphabet, the name " SOBIESKI" would be spelled as: Sierra Oscar Echo Romeo Alfa Bravo Alfa Juliet Alfa.

NUM	PRONOUNCED AS	NUM	PRONOUNCED AS
0	ZERO	5	FIFE
1	WUN	6	SIX
2	TOO	7	SEV-en
3	TREE	8	AIT
4	FOW-er	9	NIN-er

NOTE: The syllables printed in capital letters in the above list are to be stressed: for example, the two syllables ZE-RO, are given equal emphasis, whereas the first syllable of FOW-er is given primary emphasis.

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STD PHONETIC ALPHABET

EXAMPLES:	NUMBER	PRONOUNCED AS
	10	WUN ZE-RO
	75	SEV-en FIFE
	100	WUN ZE-RO ZE-RO
	583	FIFE AIT TREE
	11000	WUN WUN TOU-SAND
	25000	TOO FIFE TOU-SAND
	38143	TREE AIT WUN FOW-er TREE
	118.1	WUN WUN AIT DE-CI-MAL WUN
	119.7	WUN WUN NIN-er DE-CI-MAL SEV-en

NOTE: All numbers except whole thousands shall be transmitted by pronouncing each digit separately. When used, the word "THOUSAND" shall be pronounced as "TOU-SAND".

BY ORDER OF THE COMMANDER:

FRANCIS E. WRIGHT
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Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER 11

RADIO LOGS

1. Complete radio logs shall be maintained in accordance with principles outlined below, utilizing AF Form 35.

a. Log heading shall be filled completely.

b. All entries will be complete, accurate and as neat as possible.

c. Overwriting, erasures or strikeovers are prohibited. Corrections shall be made by drawing a single line through entry, skipping a space and making the correct entry. Corrections will be initialed.

d. All transmissions, including operating signals, transmitted and received, pertaining to the aircraft will be logged. Normal traffic and broadcast traffic not pertaining to the aircraft will not be logged unless so directed.

e. All times will be recorded in GCT (Z TIME).

f. When temporarily leaving watch on the operating frequency for <u>any reason</u>, radio operator will enter time and reason therefore.

g. At 2400Z enter the statement "End of Radio Day" and sign entry.

h. All radio logs shall include:

(1) Point of departure and destination with a brief description of the mission flown. Entry to be made in block designated mission.

(2) Aircraft serial number.

(3) Discrepancies noted on pre-flight to be entered in remarks column before "on watch" entry.

(4) Authentication.

(5) Radio Operators signature when going on and off watch.

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RADIO LOGS

(6) Time of opening and closing watch.

(7) Causes of delay in passing traffic.

(8) Frequency adjustment and changes.

(9) Unusual occurances, equipment failure, procedure and security violations, and any deliberate interference.

(10) Signal strength and readability of station worked.

(11) Aircraft commanders signature.

1. Logs shall be classified in accordance with the classification of the call signs used or the traffic entered whichever is the higher, except that a minimum classification of Restricted shall be given all logs.

2. This ROIF will be included in all Radio Operators flight packets.

BY ORDER OF THE COMMANDER:

Francis E. Wright

FRANCIS E. WRIGHT
Lt. Col., USAF
Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER.....12

CALCULATION OF FREQUENCIES FOR ARC-3

RECEIVER: The crystal frequencies for the Receiver is calculated from the following formula:

$$FC = \frac{FO-12}{H} \times 1000$$

FC----Crystal Frequency
FO----Operating Frequency
H-----Harmonic Set Operates On

When Frequency is:---------	Harmonic is:
100-108 Mcs	11th
108-116 Mcs	12th
116-124 Mcs	13th
124-132 Mcs	14th
132-140 Mcs	15th
140-148 Mcs	16th
148-156 Mcs	17th
156- Mcs	18th

TRANSMITTER: The crystal frequency for the transmitter is calculated from the following formula:

$$FC = \frac{FO}{18} \times 1000$$

FREQUENCY	RECEIVER	TRANSMITTER
132.84	8056 Kc	7380 Kc
133.56	8104 Kc	7420 Kc
134.82	8188 Kc	7490 Kc
138.42	8428 Kc	7690 Kc
142.20	8137.5 Kc	7900 Kc
149.58	8092.92 Kc	8210 Kc
137.70	8380 Kc	7650 Kc

BY ORDER OF THE COMMANDER:

FRANCIS E. WRIGHT
Lt. Col. USAF
Deputy Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

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RADIO OPERATORS INFORMATION FILE: 24 November 1953

NUMBER.....13

FLIGHT PACKETS

1. The following documents will be included in all flight packets:

   (a) JANAP 107, JANAP 131(A) with changes 2 thru 4.
   (b) ACP 124(A) with change 3, ACP 125(A), ACP 130A, ACP 166, USAF Supplement to ACP 125(A).
   (c) SAC Manual 50-6 dtd August, 51.
   (d) Radio Logs AF Form 35.
   (e) Current edition of Air/Ground codes.
   (f) Flimsy and other briefing material.
   (g) When away from home and effective code books are needed, they may be procured from Base Crypto Officer.

2. On flights outside the zone of interior the following documents will be included in the flight packet in addition to those listed above:

   (a) Applicable Foreign Radio Facility Charts.
   (b) AWS Form 55-10 (PORAR), the abbreviated form will be acceptable.
   (c) Weather broadcast form, Aero Code, (AF Form 65).
   (d) Weather Broadcast form TAFOT/TAMET (AF Form 98)

3. The following publications will be available in the aircraft publication file ("G" File):

   (a) Radio Facility Chart U.S.
   (b) Supplementary Flight Information (North American Area).
   (c) AMST & WEST Pilot Handbooks.
   (d) JANAP 131(A).
   (e) Technical Orders on Operating Instruction for Installed Communications Equipment.

BY ORDER OF THE COMMANDER:

FRANCIS S. WINGET
Lt. Col., USAF
Deputy Director of Operations

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RADIO OPERATORS INFORMATION FILE: 25 November 1953

NUMBER.....14

REPORTING PROCEDURES

1. PROCEDURE:

a Position reports will be sent to "Key" AACS stations using "Yellow" family of frequencies using A3 emission.
b Addressee Designators from ACP 101 will be used for relay instructions.
c On transmitting encoded messages, the letter will be pronounced, followed by the phonetic word such as, A Alfa, B Bravo, Etc.
d Any difficulty experienced by the Radio Operator in making contact with AACS stations will submit in writing the nature of of trouble encountered, stations called, frequencies attempted, to the squadron Communications Officer. The squadron Communications Officer will in turn discuss these difficulties with the Wing Communications Officer.

2. TAKE-OFF REPORTS:

a In the clear take-off reports will be submitted as soon after take-off as practicable.
b SAC daily additive call sign will be used.
c Wording for take-off reports will be as follows: Example: (DEPARTED SAV 0800Z).
d Names of crew members or nature of mission will not be transmitted.
e Where not practicable to transmit separate take-off report, the take-off report may be included in the remarks section of the first position report.

3. POSITION REPORTS:

a Position reports transmitted hourly will be sent when out of the local area on all flights including "Ferry Flights".
b CAA reporting guide will be used for position reports. This guide will be found in the back of the Facility Chart.
c Operating signals or ground station call sign will not be encoded or associated with the encoded text of a message.
d Air/Ground station call signs will be the same as in the ROIF or the ones listed in the Facility Chart.
e Pertinent remarks may be included following the position report.
f AC or Pilot will transmit take-off and landing reports to BEHOLD CONTROL on VHF, frequency 133.56Mcs.

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4 LANDING REPORTS:

a Landing reports will be transmitted immediately after VHF contact has been established with Control Twr or GCA at the field at which you are landing.
b Wording for landing report will be as follows. Example: (LANDING SAV 0900Z).

5. ICAO PROCEDURES:

a When flying in areas under ICAO Control, POSITION Position and voice reports will be transmitted in accordance with ICAO procedures.

6. ABORT REPORTS:

a Abort reports will contain the position, nature of difficulty, and planned course of action.
b When time and circumstances permit, the abort report will be encoded in the current AFSAL code.
c Under circumstances of HF radio silence, abort reports will not be transmitted unless so directed by this Headquarters: (SAC Manual 50-6).

7. EMERGENCY REPORTS:

a The following information should be transmitted in case of emergency.
1. Identity of the aircraft.
2. Position.
3. Nature of difficulty.
4. Planned course of action.
5. Estimated time aircraft can stay aloft.

8. REQUESTING WEATHER REPORTS:

a Weather information may be obtained in the clear within the ZI and over world wide air routes from AACS stations.
b When requesting weather in the clear, use operating signal "QAM" followed by the name of the location, radio range station identification, or station call sign.

BY ORDER OF THE COMMANDER:

FRANCIS M. WRIGHT
Lt. Col. USAF
Deputy Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M — ROIF-15
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RADIO OPERATORS INFORMATION FILE:

NUMBER.....15 — 25 November 1953

VHF FREQUENCY CHECKS

1. 308th A&E Maintenance Section has established a procedure for ARC-3 check out. It will be utilized by Maintenance as well as Radio Operators to run operational check of all frequencies prior to flight.

2. The radio maintenance shop will stand by on "Coca" channel at all times during duty hours or prior to a maximum effort, where more than one aircraft is involved. The aircraft will call in to "Behold A&E" and ask for a frequency check on all channels using the last three digits of the tail number as a call sign. "Behold A&E" will reply, "Roger 086, go to Delta". Aircraft will switch to "Delta" channel and say "086". Maintenance will come back with "Foxtrot". Aircraft will switch to "Foxtrot" channel and repeat tail number "086". Maintenance will reply "Golf" and so on until by rotation, all channels are checked and both stations are back on "Coca" channel. At this time, maintenance will transmit "086 this is Behold A&E, you check loud and clear on all channels"— if such is the case—or report on weak channels, poor readability or whatever is wrong with the aircraft's transmissions. In the event no contact is made on one channel, the aircraft should return to "Coca" channel and reestablish contact with "Behold A&E".

3. In no event will the additive call sign be used and only the last three numbers of the tail number. Operators are cautioned to listen one second before transmitting to prevent blocking out regular traffic on any channel.

4. "Behold A&E" will be set up to facilitate "Alpha" channel as though Maintenance was a Range station. Channelization will be in accordance with 308th Bomb Wing ROIF-7. Any special frequency checks will have to be coordinated with Maintenance well beforehand. These special frequencies are: RBS sites, GCI sites, ICAO towers, etc.

BY ORDER OF THE COMMANDER:

FRANCIS E. WRIGHT
Lt. Col., USAF
Deputy Director of Operations

ROIF-15
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RADIO OPERATORS INFORMATION FILE) 19 November 1953

NUMBER.....16)

SAC POLICY AND PROCEDURE ON HF AIR/GROUND REPORTS

1. PURPOSE AND SCOPE: This ROIF describes the policies and procedures for HF air/ground position reporting and exchange of weather information. This is an interim procedure pending revision of Inclosure 6 to SAC Reg 55-11. The information contained herein supersedes that contained in messages 2AFOEB 1831, 2AFOEB 2049, 2AFOEB 2724 and Inclosure 6 to SAC Reg 55-11, and is applicable to all units of this command.

2. RESPONSIBILITY: Unit commanders are responsible to see that all communications and operations personnel are briefed to insure complete understanding of this procedure.

3. GENERAL: SAC in-flight position reports will conform to one of the three procedures explained below. Procedure to be used will be prescribed by governing operations order and will be identified therein by phonetic letters (ie, Procedure ALFA, BRAVO or COCA). Choice of procedure will be based on operational requirements and security aspects of each mission.

4. PROCEDURES: The procedures described below are primarily for use on oversea flights, but may also be prescribed and used on domestic flights. (References: Messages 2AFOEB 2487, dated 21 Sept 53 and 2AFOEB 2597, dated 22 Sept 53).

a. Procedure ALFA: This procedure is primarily for flights outside ZI operating under ICAO control.

(1) OATC position reports will be sent in clear language to AACS station serving the route, for relay to ICAO or USAF OATCC controlling area. These reports are solely to meet ATC reporting requirements specified in applicable Facility Charts.

(2) Communication procedures contained in USAF Supplement to ACP 125(A) will apply. Specific attention is directed to message headings as shown in cited manual. Message serial number, date-time-group, precedence, are NOT repeat NOT required. Message headings will consist ONLY of relay instructions.

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(3) Under procedure ALFA position reports will NOT repeat NOT be relayed to any addressee other than ATC agency. Message will be addressed to OAC or FIR concerned, using geographical name in relay instructions. If CW is used, address message in accordance with place names (four letter designators) listed in applicable Facility Charts.

(4) When crossing boundaries of ICAO control areas, messages will be addressed to both control stations concerned as required by applicable Facility Charts.

(5) AACS stations serving each OAC or FIR are as follows:

OAC or FIR	AACS Station
New York OAC	Andrews or Kindley
Gander OAC	Harmon or Goose
Azores OAC	Lajes
Casablanca OAC	Sidi
Prestwick/Shannon OAC	Croughton*
Iceland OAC	Keflavik
Sondestrom, Narsarrsuak and Thule FIRS	USAF air/ground Station at these locations.
Malta FIR	Wheelus
Seattle Oceanic FIR	McChord
Oakland Oceanic FIR	Travis
Honolulu FIR	Hickam
Anchorage FIR	Elmendorf
Remaining Pacific and Alaskan Areas	USAF Station serving area being traversed.

When flying over inland foreign territory, make normal ATC "VHF" or "HF" reports as required by route.

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*NOTE: Aircraft other than B-47 flying in the Prestwick/Shannon OAC and Caribbean areas will contact ICAO stations direct for OATC reports. This is a temporary situation due to lack of adequate communication links between AACS air/ground stations and OAC in respective area. B-47 aircraft will not carry ICAO frequencies. Therefore, B-47 commanders will always make reports to appropriate AACS stations. Reports will be relayed to controlling agency as rapidly as available facilities permit.

(6) If AACS air/ground station cannot be contacted after thirty (30) minutes, aircraft (other than B-47) will attempt direct contact with appropriate ICAO station. Note lost communications procedures prescribed in USAF Supplement to ACP 125(A).

(7) Voice will be used primarily. CW is authorized when voice contact can not be made. (For CW, operating procedures contained in ACP 124(A) will be used; or ICAO procedures if working ICAO direct.

(8) One aircraft will be designated to report for other aircraft in task force, cell or formation when VHF or UHF inter-aircraft communications can be maintained. If inter-aircraft communication is lost, aircraft become individually responsible for making prescribed reports.

(9) Weather data may be obtained or transmitted in clear language.

(10) Authentication procedures are NOT repeat NOT required in making position reports or exchanging weather under Procedure ALFA. All other messages will be authenticated.

b. Procedure BRAVO: This procedure is identical to Procedure ALFA except that military addressees will be included.

(1) For movements directed by Headquarters SAC, messages will be addressed by means of collective voice tactical call words. Alphabetical suffix will be included to designate OAC/FIR addressing. (Call words and suffixes are listed below in par 6 and 7). This procedure will apply to both overseas and domestic operations when directed by Headquarters SAC.

(2) When SAC Hq directs Procedure BRAVO, collective meaning voice call words will be used. When subordinate headquarters direct Procedure BRAVO, ACP 101(A) address groups will be employed.

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c. Procedure COCA: This procedure is for missions requiring maximum security.

(1) Governing authority will request stationary block altitude reservation in accordance with AFR 55-13.

(2) NO repeat NO position reports will be submitted during flight

(3) HF radio silence will be maintained, with hourly listening watch if prescribed by governing operations order.

5. GENERAL INSTRUCTIONS:

a. Commanders of subordinate SAC units conducting operations within the ZI or oversees (not directed or monitored by SAC Hq) may direct reporting per ALF., BRAVO or COCA as appropriate to the mission. Procedure ALFA in ZI requires only compliance with CAA reporting. When Procedure BRAVO is prescribed by subordinate units, SAC Hq will not normally be an addressee of position reports.

b. Only position reports and weather data may be sent in clear language. With certain exceptions, all other information transmitted via HF facilities will be encoded in the air/ground code, AFSAL 5104. Exceptions are:

(1) Emergency messages, where urgency outweighs security.

(2) When directed by SAC Hq to send in clear language.

(3) When prior approval has been obtained from SAC Hq. (Example: Numbered AF, conducting experimental in-flight refueling operations, obtains authority to direct submission of clear language report upon completion of IFR).

c. Procedures prescribed herein are effective immediately and may be prescribed by subsequent operations orders.

6. SAC COLLECTIVE TACTICAL ADDRESS DESIGNATORS

MEANING	DESIGNATOR
A. HQ SAC	GREAT COAT
B. HQ SAC, 2AF	RED GRANGE
C. HQ SAC, 2AF, 5AD	FLOOD GATE
D. HQ SAC, 2AF, 7AD	HOUSE BOY

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E.	HQ SAC, 2AF, SR REPR SAC(OBOE)	SEAPLANE
F.	HQ SAC, 2AF, SR REPR SAC(VICTOR)	JIGSAW
G.	HQ SAC, 2AF, SR REPR SAC(XRAY)	TORCH BEARER
H.	HQ SAC, 8AF	STORM TROOPER
I.	HQ SAC, 8AF, 5AD	SAND HOG
J.	HQ SAC, 8AF, 7AD	IRON GATE
K.	HQ SAC, 8AF, SR REPR SAC(OBOE)	SILVER SPRING
L.	HQ SAC, 8AF, SR REPR SAC(VICTOR)	PITCH DARK
M.	HQ SAC, 8AF, SR REPR SAC(XRAY)	LION TAMER
N.	HQ SAC, 15AF	NORTH STAR
O.	HQ SAC, 15AF, 5AD	PIN FEATHER
P.	HQ SAC, 15AF, 7AD	GLOW WORM
Q.	HQ SAC, 15AF, SR REPR SAC(OBOE)	SWAN DANCE
R.	HQ SAC, 15AF, SR REPR SAC(VICTOR)	LEOPARD
S.	HQ SAC, 15AF, SR REPR SAC(XRAY)	ROAD END
T.	HQ SAC, 5AD	TOM THUMB
U.	HQ SAC, 7AD	LOW LIFE

7. ALPHABETICAL SUFFIXES

OAC or FIR	SUFFIX
A. SEATTLE FIR	ALFA
B. OAKLAND FIR	BRAVO
C. ANCHORAGE FIR	COCA
D. SHEMYA FIR	DELTA
E. FAIRBANKS CONTROL	ECHO

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F.	TOKYO FIR	FOXTROT
G.	HONOLULU FIR	GOLF
H.	WAKE FIR	HOTEL
I.	GUAM FIR	INDIA
J.	NEW YORK OAC	KILO
K.	MONCTON FIR	LIMA
L.	GANDER FIR	METRO
M.	NARSARSSUAK FIR	NECTAR
N.	THULE FIR	OSCAR
O.	ICELAND OAC	PAPA
P.	GANDER OAC	QUEBEC
Q.	PRESTWICK/SHANNON OAC	ROMEO
R.	AZORES OAC	SIERRA
S.	PRESTWICK FIR	TANGO
T.	PRESTON FIR	UNION
U.	UXBRIDGE FIR	VICTOR
V.	GLOUCESTER FIR	WHISKEY
W.	CASABLANCA OAC	EXTRA
X.	MALTA FIR	YANKEE
Y.	PARIS FIR	ZULU

The above list supersedes all SAC collective tactical address designators and suffixes previously assigned for this purpose.

8. This ROIF will be included in all radio operators flight packets.

BY ORDER OF THE COMMANDER:

FRANCIS E. WINGET, Lt. Col., USAF
Deputy Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DM 16 December 1953

SUBJECT: Second Air Force Maintenance Staff Visit

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia

1. Reference: "Report of Second Air Force Maintenance Staff Visit", Part II.

2. Organization: Detailed comments appropriate to the separate sections of the referenced report are shown in tabulations, as follows:

a. General
b. Maintenance Control (Section I)
c. Flight Line Maintenance (Section II)
d. 308th Field Maintenance (Section III)
e. Periodic Maintenance Squadron (Section IV)
f. 308th A&E Maintenance Squadron (Section V)

3. Corrective action: Action to correct the conditions outlined in basic report has been and will continue to be monitored as follows:

a. By personal conferences between the Wing Commander, the Director of Materiel, the Chief of Maintenance, and the squadron commander concerned.

b. By continuing personal inquiry of the Chief of Maintenance.

c. By the officer-in-charge Quality Control as a special subject during regular housekeeping inspections.

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6 Incls
1. Tab A
2. Tab B
3. Tab C
4. Tab D
5. Tab E
6. Tab F

/t/s/ M. A. PRESTON
Brigadier General, USAF
Commander

EXHIBIT "A"

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TABULATION A

GENERAL

1. Reference paragraph 2: Reorganization has been effected within the A&E Maintenance Squadron to bring it into exact alignment with SAC Manual 66-12. Specifically, three main branches are now and have been organized: Flight Line, Periodic and Field Maintenance. Each branch is further organized into sections as directed for appropriate equipment.

2. In some cases it has been found essential to set up sub-sections in order to establish a workable span-of-control over work performed. The section NCOIC can thus be freed for detailed control as prescribed by 2AFMW 471, 6 November 1953. The sub-section chief, in turn, can monitor quality of work performed on the job, as well as OJT. This procedure enhances the familiarity of technicians with particular equipments and their operating history. The sub-sections are not inflexibly commited to certain aircraft, but are mutually supporting. For peak loads, any K-systems technician, for instance, can be assigned to any outstanding work order in the Wing.

Incl 1, Tab A

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TABULATION B

MAINTENANCE CONTROL (SECTION I)

1. Control Unit:

a. Reference paragraph 1. The monthly maintenance planning chart has been revised and is in operation in the exact manner prescribed by Second Air Force Regulation 66-12 as explained by the survey team. A running monthly projection projection of maintenance capability to produce sorties is available at all times. A control board facilitating precise monitoring of specialist dispatch to the periodic docks is in effect.

b. References paragraph 2a (1). A continuing effort is being made to control "open end" work orders. Monthly parachute inspection and repack orders specify numbers involved.

c. Reference paragraph 2a (2). Beginning 1 December 1953 reparable orders from CRC are being posted directly from the Form 447.

d. Reference paragraph 2a (3). Work orders within FMS and A&E which are awaiting parts or tools are held in suspense and directly monitored between job control and the control sections of the units involved.

e. Reference paragraph 2a (4). A senior expediter from job control, in addition to his other duties has been directed to monitor this section for continued follow-up.

2. Reports and Analysis Section

a. Reference paragraph 2b. Proper reporting has been emphasized and the technique explained in special briefings between the airman in charge of this section and the opposite numbers rendering reports. Each supervisor and shop chief has been contacted. Screening of Forms 98 has been instituted and incorrect reports returned. All reports now show authorized break time and other indirect time properly coded.

b. Reference paragraph 2c. The flight line accounting ledger is now maintained in accordance with SAC Manual 66-14, effective 1 December 1953.

c. Reference paragraph 2d. Effective 1 December 1953, a reorganization of reporting from A&E was instituted. A total of 23 reports are being received from A&E to reflect the more detailed organization. Back-log and personnel trend charts will be instituted accordingly.

d. Reference paragraph 2e. One additional airman has been assigned to this section and will concentrate his efforts on analysis of reports, after necessary OJT.

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e. Reference paragraph 2f. A parking plan for KC-97 aircraft has been developed and is in place in job control, ARS engineering and the dispatch section of base supply.

3. Quality Control:

a. Reference paragraph 1. Out of an authorization for 12 inspectors, nine are assigned, of which two are TDY. This manning level is above the effective manning level of the wing as a whole.

b. Reference paragraph 2. The current index to 2AF publications has been secured. The full time effort of two experienced NCO's has been committed to bringing our general files and MIF up-to-date. Further, all subordinate units are being regularly inspected for adequacy of files. A very extensive effort has been laid to secure missing publications. In addition to required normal supply action, and follow-up thereupon, the personal correspondence with other headquarters has been used. All files in base publications at both Hunter Air Force Base and MacDill Air Force Base have been screened.

c. Reference paragraph 3. MIF is now maintained in this unit.

d. Reference paragraph 4. The local distribution of TO's is deemed satisfactory. The distribution of USAF, SAC, and 2AF publications has been discussed with base publications personnel, and direct distribution to Quality Control set up for Non-TO publications.

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TABULATION C

FLIGHT LINE MAINTENANCE (ARS) SECTION II)

1. Reference paragraph 2a. All personnel have been thoroughly indoctrinated in correct use of AF Form 326 as required by SAC Manual 66-14. Daily checks are made by supervisory personnel to assure correctness and completeness of forms. Forms are kept for 48 hours for audit as required.

2. Reference paragraph 2b. Time expenditure information is identified on SAC Form 98 in remarks column as required by SAC Manual 66-14.

3. Paragraph 2c. UN time for breaks, lag, and stand-by is now being properly reported.

4. Paragraph 2d. SAC Form # 7 indicates correct and up-to-date status of all aircraft as required by SAC Manual 66-13. This has always been and will continue to be a matter requiring careful supervision. Complete status is checked twice a day routinely by expeditors in control unit and ARS line chief; spot checks are periodically made in the vehicle by the maintenance controller.

5. Paragraph 2e. 2AF Form # 18 was in use at the time of the Staff Visit; however, they were not filed in cardex book by aircraft serial number. This discrepancy has been corrected.

6. Paragraph 2f. The maintenance officer, the line chief, or in their absence, a senior flight chief will be in the vehicle at all times.

7. Paragraph 2g. B-29 items and items in quantities obviously in excess to immediate needs have been turned in. The bench stock has been reviewed and reduced. Further reductions can be made as consumption is clarified.

8. Paragraph 2h. Requisitions are being submitted every 7 days.

9. Paragraph 2i. Only heavily crated items (aelirons and rudders, e.g.) are now delivered to the engineering office. All other items are delivered directly to the aircraft. As stated above, an interim parking plan has been established.

10. Paragraph 2j. 2AF Form 34 is being utilized in conjunction with post flight inspections as required by 2AF Letter 66-4, supplement VIII.

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TABULATION D

308TH FIELD MAINTENANCE (SECTION III)

1. Reference paragraph 1. The provisions of SAC Manual 66-14, 2AF Regulation 66-4, and 2AF Letters 66-5 and 66-6 are being fully implemented in this organization. A build up line for R-4360 engines is in effect. Two KC-97 aircraft lack installed engines. One of these engines is in power pack and will be hung 15 December 53. The other is awaiting parts on work stoppage. Binning of stock is almost complete. Space for a J-47 build up line has been made available and work will start when stands are available. Space for a minor repair line is available.

2. Reference paragraph 2a. The publications file is being iventoried and necessary general publications and MIF are being requisitioned.

3. Reference paragraph 2b. The supervisory section has been expanded and additional space made available. On or about 1 January 54 this section will move into space vacated by 308th Maintenance Control, and secure even more adequate quarters.

4. Reference paragraph 2c. Additional personnel have been borrowed from other sections and are on duty in materials control. Two individuals with AFSC 80271 have been assigned.

5. Reference paragraph 2d. The present system in use is as follows: Upon receipt of an SJR (Form 178) or Form 48 that requires parts for completion and no parts are available, the SJR or Form 48 is returned to maintenance dispatcher with a parts requirement list attached. The SJR or Form 48 is placed in a suspense file. The necessary bits and pieces are placed on order (work stoppage priority). Upon receipt of necessary bits and pieces the matter is coordinated with interested personnel, and the SJR or Form 48 is then made active. If the item is not carried on bench stock or pre-issue levels, the crew chief is requested to order the part, and the SJR is cancelled. This organization continues to order all parts and material necessary to complete a Form 48. If the material is not available, the Form 48 is held by Material Control Section until material is received. Before receipt of material the Form 48 is coordinated with Maintenance Control, and scheduled into the shops. These SJRs and Form 48s are no longer carried on the Form 98 until the parts, or bits and pieces, are actually on hand, and the work has been scheduled in the shops.

6. Reference paragraph 2e. AF Forms 326 are being properly accomplished. They are being held for 48 hours subject to audit by authorized inspectors.

7. Reference paragraph 2f. Work orders (Form 48) are now being processed in accordance with SAC Manual 66-14.

8. Reference paragraph 2g. A constant drive is in progress to improve the quality of our Form 98 reporting.

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TABULATION E

PERIODIC MAINTENANCE SQUADRON SECTION IV

1. Reference paragraph 1. Since the rendition of this report, PMS has been bolstered by the return of its regularly assigned commander from KC-97 MTD, and by the assignment of an additional maintenance officer (AFSC 4341). The commander has laid on a positive program to correct the deficiencies noted, and others existing.

a. Interim organization charts are presently displayed. Final form organization charts are awaiting acetate overlay.

b. Pre- and post-dock crews have been designated.

2. Reference paragraph 2. Continued effort has been exerted by the maintenance officer to increase familiarity with 2AF Letter 66-4, as supplemented, by all key personnel. Two hour briefing sessions have been held. Discrepancy trend charts on assigned personnel had been kept before, but had been allowed to lapse during conversion. These charts now exist. The Maintenance Supervisor now personally assembles inspection forms for each dock inspection.

3. Reference paragraph 2a. All electronics and instument people have been reassigned, except one instrument man. This man is undergoing upgrade training for 43171 and is slated for duty assignment as dock chief.

4. Reference paragraph 2b. Engine strips are now included on the sequence chart.

5. Reference paragraph 2c. 2AF Forms 34, 35, and 58 are now carefully filled out as required by 2AF Letter 66-4, and periodically audited.

6. Reference paragraph 2d. Correct preparation, completion and summarization for AF Form 326 and SAC Form 98 is being accomplished. A specific briefing is held on this subject by a competent airman for maintenance control. The technique was explained in detail and questions answered.

7. Reference paragraph 2e. Scheduling of unscheduled maintenance requirements is being accomplished by sequence chart in accordance with 2AF Letter 66-4.

8. Reference paragraph 2f. Up-to-date indexes of USAF, SAC, 2AF, 38th AD, 308th Bomb Wing, and MIF have been secured; proper annotation has been accomplished and shortages requisitioned.

9. Reference paragraph 3. The need for indoctrination has been recognized and appropriate action taken. In addition to informal training within the squadron, MTD indoctrination under SAC Regulation 66-29 will begin 14 Dec 53. Wing Commander and Chief of Maintenance have checked plans for accomplishment of corrective action, and OIC Quality Control has checked for progress. Continued follow-up action will be taken.

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TABULATION F

A & E MAINTENANCE SQ. (SECTION V)

1. Reference paragraph 2a (1): Flight line personnel are organized in a flight line branch, and further organized into sections. For large sections, such as K Systems maintenance, with over 70 personnel authorized, sub-sections are necessary for proper control. All personnel are available for maintenance on a wing wide basis.

2. Paragraph 2b: Continuing action is being taken to assure congruence of status cards in Maintenance Control and A & E dispatch section. Forms 10 in both offices are compared twice daily, with relay of information between complete readings.

3. Paragraph 2c: SAC Manual 66-14.

a. Maintenance personnel have been instructed on the importance of accurate and complete accomplishment of Second Air Force Form 178 (Specialist Job Record) in order to establish accurate time standards. Each System Supervisor is responsible for monitoring accomplishment of Second Air Force Form 178 for completeness and accuracy.

b. The Field Maintenance Branch, effective 1 December 1953, will submit a Form 98 for each section or shop in the branch.

c. Time standards have been established for both Flight Line and Field Maintenance Branches. The standards presently are a rough approximation, but will be adjusted as experience is gained and statistics are accumulated.

4. Paragraph 2d: Second Air Force Regulation 66-4.

a. Second Air Force Regulation 66-4 has been obtained and is required reading for key personnel. The Armament and Electronics Maintenance Squadron has centralized the Maintenance Office area to the extent permitted by the local facilities. All Branch OIC's are in one building within twenty paces of the Maintenance Supervisor.

b. The outlined responsibilities for Material Control were already being accomplished prior to the inspection.

5. Paragraph 2e, Second Air Force Regulation 137-2.

a. The present necessary S.O.P.'s have been prepared and are being distributed. Since this is a continuing requirement, supervisors have been instructed to prepare an SOP each time a method, policy, or procedure is changed or implemented, and coordinate with the Maintenance Supervisor to effect publication.

b. Field Maintenance Memorandum # 1, dated 15 August 1953, IAW 2AF Regulation 101-3, superceded by Second Air Force Regulation 137-2, is in effect. Further, as new equipment and technical publications are

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received, annexes are published. Old annexes are withdrawn when obsolete or no longer required to support the wing mission.

c. Second Air Force Regulation 137-2 has been placed on the required reading list of key personnel.

6. Paragraph 2f, Second Air Force Letter 50-1.

a. Although our training program has been functioning in the past, the conversion problems with the resultant change-over in personnel has made it necessary to institute a new training program. Within the last thirty days we have assigned one officer as a Maintenance Training Officer and two Maintenance Training NCO's. This organization has re-assigned twelve airmen, received thirty-six airmen and has 136 airmen present for duty. During the month of November we had approximately 2330 hours of training at the MTD, as follows: Radio 640, Radar 500, K-Systems 180, Auto-Pilot 180, Basic DC 400, Management 40, Security 172, Bomb Release 216, for a total of 2328 hours.

b. The provisions of SAC Letter 50-1 (Effective until 1 January 1954) are being followed. Examinations and course outlines are being prepared for the appropriate AFSC's by Field Engineers presently assigned. At the present time we have prepared a complete course on AFSC 404XX (Airman Intricate Equipment Maintenance Career Field (A-12 Auto-Pilot).

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HEADQUARTERS
SECOND AIR FORCE
Barksdale Air Force Base, La.

ZAFMA 471 6 November 1953

SUBJECT: Armament - Electronics Maintenance Squadron Supervision

TO: See Distribution

1. Analysis of radar operator reports, technical representative reports, and staff visits during a long-time period reveals that we presently lack an effective technical supervision system in the Armament - Electronics Maintenance Squadron.

2. This situation must be corrected at the earliest possible date and the intent of this letter is to advise you of our plan to correct the matter and to encourage local implementation pending the publication of a detailed directive on the subject. The plan does not involve a change of organization, nor does it conflict with existing directives.

3. Effective management involves three basic things: telling someone to do a job, checking to see if it was done properly, and finally, analyzing the discrepancies and taking action to prevent recurrence through training and supervision.

4. a. The specialist who accomplishes maintenance on a system in an aircraft at the present time is not given technical guidance on the job to be done and no technician checks to see whether what was done is correct, and action taken to prevent future discrepancies through training is generally poorly administered. The same situation obtains in the periodic and field maintenance branches of Armament-Electronics to a greater or less degree, dependent upon local management practices.

b. To correct this situation and place the system supervisor firmly in the supervision business, we will implement the following plan:

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[illegible], 21FW 471. Subj: [illegible] - Electronics Maintenance Squadron Supervision

(1) Place the best available supervisor (seven-level "supervisor" or "technician") of each

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(c) P[illegible] the best available supervisor (several level "supervisor" or "specialist") of each major aircraft system (sub-units as defined in Strategic Air Command Manual 20-1) at a desk in the flight line maintenance branch of the Armament - Electronics Maintenance Section (see item called A - Maintenance Supervision Section). This branch will be in a room large enough for the entire Armament - Electronics Maintenance Section. (See Enclosure #1.)

(2) The system supervisor will [illegible] or folder for each aircraft which shows the chronological history of all system in the aircraft to include a description of malfunction, corrective action taken, and corrected discrepancy information.

(3) When Armament - Electronics Maintenance Supervisor receives an order by wire from the wing control desk, he will prepare a work order (or orders) which he will give to the appropriate flight line system supervisor (only one). The flight line system supervisor will withdraw from the file the history of the aircraft on which work is to be accomplished and set the proper time (determined by maintenance control and the flight line main engine branch) will from the Armament - Electronics ready room a specialist (or team) on his system. This man will present himself to the flight line system supervisor for briefing on the history of the aircraft prior to proceeding to their task. We plan to provide this supervisor with the latest details on the inflight performance through forms or critiques of the crew so that he will be able to logically attack the problem; this type information is presently available for some of the systems. During the period of work on the aircraft, the specialist will check-in with the flight line system supervisor each time they enter the shop to examine system com-

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ponents and upon completion of the assigned task. When the job has been completed, the specialist or team chief will present himself to his flight line system supervisor for debriefing on the what, how, and why of the job he has just finished. The flight line system supervisor will enter the necessary details on his chronological log of the aircraft and advise the flight line maintenance branch OIC of the completion of the task only after he is convinced that the job has been satisfactorily accomplished. At the time of this debriefing, the supervisor will, if applicable, make a note to the squadron training officer that the specialist needs training on a certain item -- this determination can be made by debriefing the mechanic, and when necessary, by consultation with the technician or technical representative who had to be dispatched to help out the specialist or team originally dispatched.

(4) When an aircraft goes into the docks, the flight line system supervisor will give the aircraft history to his counterpart in the Armament - Electronics periodic branch for use in the pre-dock conference and during the period the aircraft is in the docks.

c. The present work order and time accounting procedures will not be changed as result of this system. "Wing Maintenance Control" will get all of its information on Armament - Electronics status from one source -- the Armament - Electronics Engineering Section dispatcher. This information will be current because the flight line chief and each of his system specialists is in the same roon with the person from whom maintenance control gets the information.

d. The flight line branch OIC and NCO will harmonize the functioning of the flight line system supervisors to produce fully combat-ready (Armament - Electronics-wise) aircraft on the time schedule established by Wing Control.

e. Inclosure #1 attached indicates one deviation from Strategic Air Command Manual 20-1 on which we are cur-

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rently working with Headquarters Strategic Air Command. We propose to assign flight line supervision of those 46 field specialists who maintain the guns of the gunnery system to the flight line gunnery system supervisor and rename the Flight Line Weapons Unit the Special Weapons Unit and assign the unit supervisor responsibility for the entire bomb bay system, loading and PLF.

5. Armament - Electronics Periodic Maintenance. The system described above will also apply to the Armament - Electronics periodic branch except that fewer "major system supervisors" may be necessary -- for example -- the Armament - Electronics periodic branch OIC may establish only three or four system supervisors, such as Bomb - Nav System, Gunnery System, and Communications - Navigation System in bombardment and fighter wings, and these, plus a camera system supervisor in reconnaissance wings.

a. Location of these supervisors. The Armament - Electronics Periodic Branch will be located in the Armament - Electronics Engineering Section provided the docks are adjacent to the Armament - Electronics Engineering Section. In the event the docks are not adjacent to the Armament - Electronics Engineering Section, the Armament - Electronics Periodic Branch will be located in the dock area.

b. Personnel Control. Regardless of the location of the Armament - Electronics Periodic Branch, the utilization of mechanics in each activity will be equalized by the Armament - Electronics Engineering officer through the use of personnel status records and liaison with the OICs of the Flight Line and Periodic branches.

6. Armament - Electronics Field Maintenance. The Field Maintenance Branch will be organized in systems units as shown in Strategic Air Command Manual 20-1. The unit supervisors will be located in their respective shops and perform shop supervision of the same type described for the Flight Line unit supervisor except that he will be handling system components rather than aircraft. A Strategic Air Command manual to be published in the future will established a data card for each major component of Armament - Electronics systems.

a. The Armament - Electronics Field Maintenance OIC and NCO will occupy an area in the Armament - Electronics

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Engineering Section and supervise the units of their branch.

7. Request your comment on this subject, if desired, be submitted prior to 1 December 1953.

BY ORDER OF THE COMMANDER:

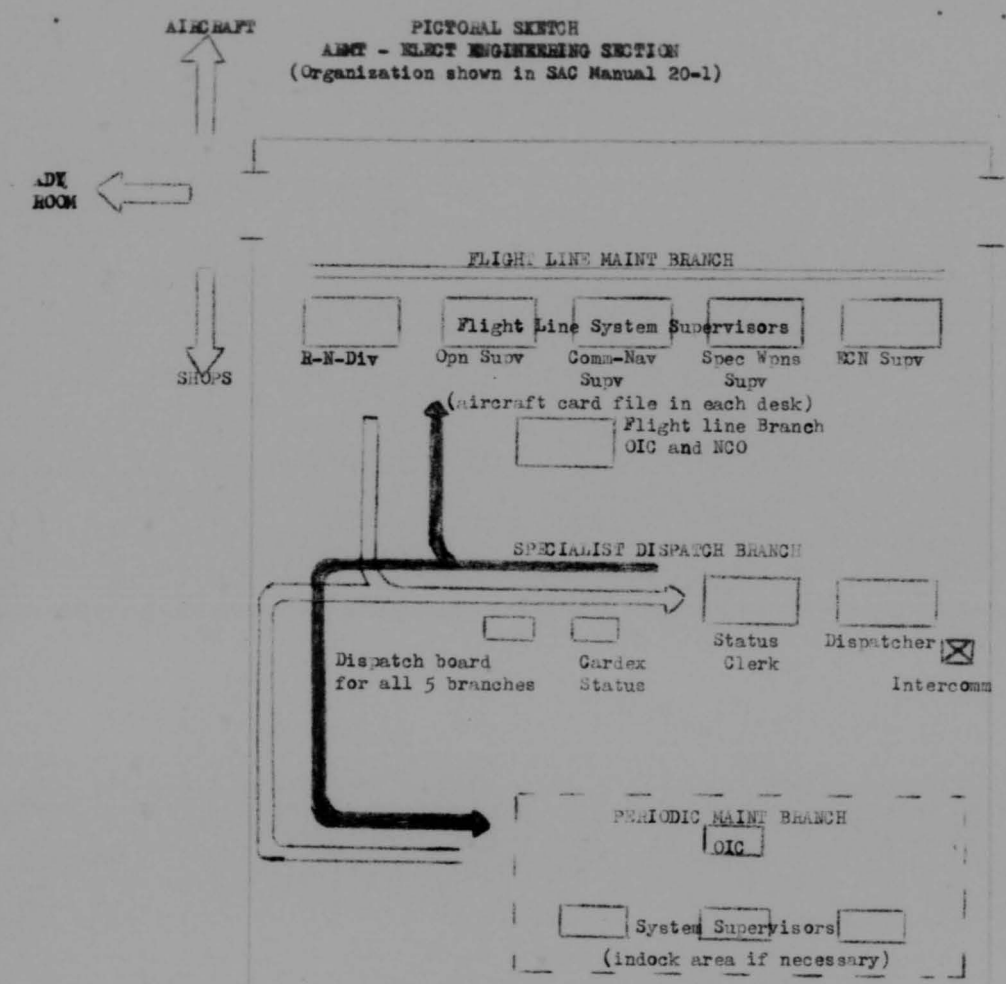
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/s/R. E. Stauffer
R. E. STAUFFER
CWO USAF
Asst Adjutant

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308TH IN THE NEWS

Six Airmen Here Decorated For Past Achievements

Six Hunter airmen were decorated last week in a series of informal ceremonies.

A/1c John C. Miller of the 308th Periodic Maintenance Sq. was awarded the Distinguished Flying Cross for meritorious service while on night armed reconnaissance over North Korea. Miller destroyed five Communist trucks and through his outstanding courage and devotion to duty displayed qualities that did credit to himself, his command and the Air Force.

MSG Clarence E. Smith of Hq. Sq. 308th Bomb Wing was awarded the Commendation Ribbon for his outstanding performance in leading Flight Line section personnel on Okinawa to produce truly fine acomplishment records. His high level of professional knowledge, skill, leadership, ability and devotion to duty reflect great credit upon himself and the Air Force.

The decorations were presented at different times by Col. Maurice A. Preston, 308th Bomb Wing commander, Col. James H. Thompson, 308th deputy commander, and Col. Osce V. Jones, 2d Bomb Wing deputy commander.

Sick Call Dispensary For 308th BW Opened

The 308th Bomb Wing opened their own "sick call" dispensary last week in Bldg. 1215.

Staffed by Dr. (Major) Donald M. Kennet, Dr. (Major) Roy R. Patterson and A/1c John F. Clifton, the dispensary is centrally located on the south side of the base for 308th personnel.

It will be open from 8:00 to 9:00 am Monday through Saturday and because of its location save many man hours for the Wing. Personnel will not have to cross the base for medical treatment.

Col. James H. Thompson, Deputy commander of the 308th Bomb Wing, hopes that by having the Flight Surgeon's closer to the personnel better medical care will result and increased efficiency for the Wing's flying activities will follow.

Among the participants at the opening of the dispensary were Colonel Thompson, the dispensary staff, Major John M. Kirkland, Wing Inspector, and Major Eaton A. Gorelangton, Wing Facilities and Planning officer

Former 308 A&E Commander Takes Reins Again

By A/2c PHIL COHEN and A/1c JERRY THERRIEN

Major Dale Samuelson has returned as C.O. of the 308th A&E Sq. All who have served under him in the past are aware of his capabilities and consider themselves fortunate to be in his command once again. Welcome back, Major!!!!!!

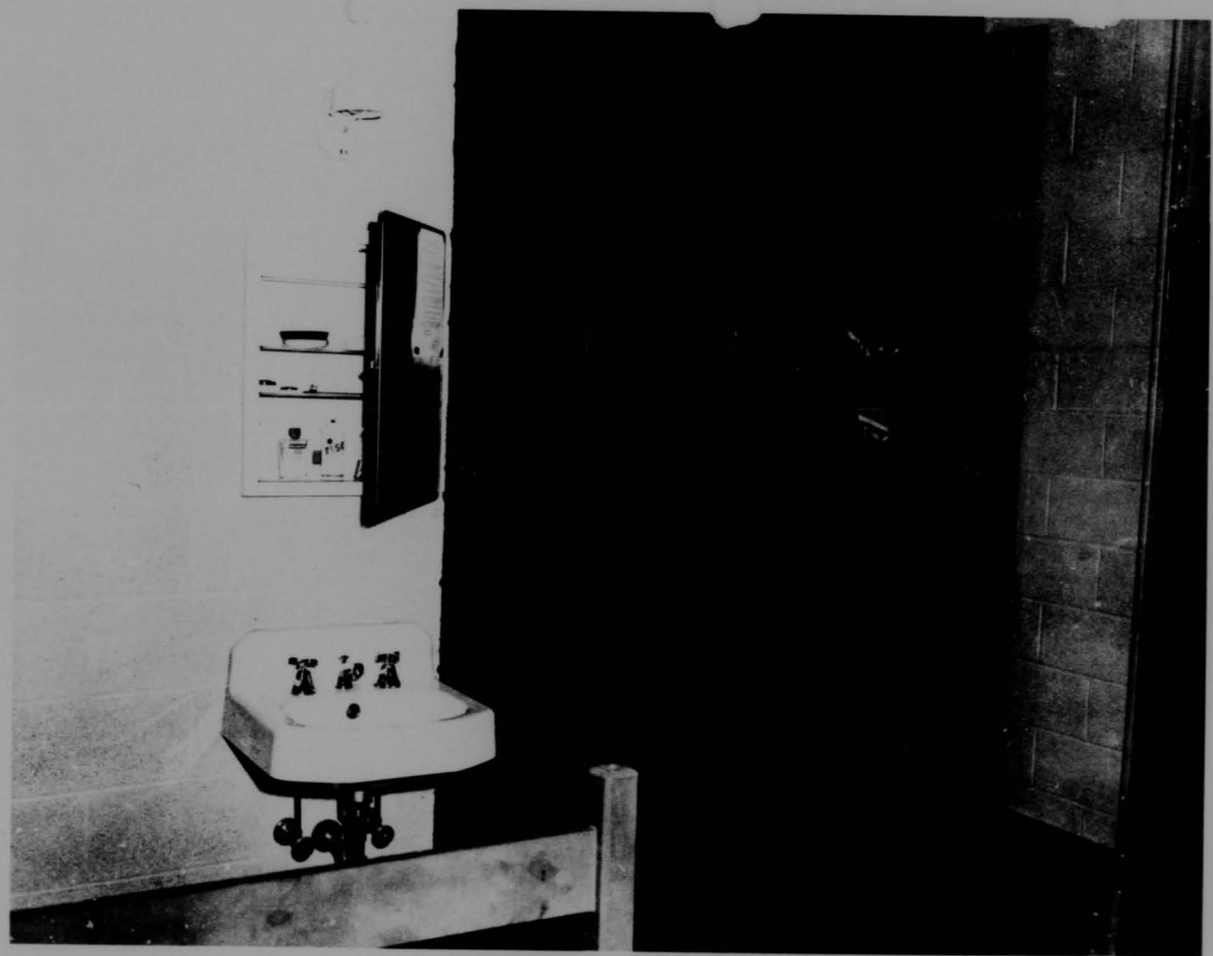
ABOVE ITEMS APPEARED IN THE HUNTER HERALD (BASE NEWSPAPER) 16 NOVEMBER 1953

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No. of Acft	Type	Type Fuel Used	Type Fuel Trfd	Main Fuel Sys Gals	Aux Fuel Sys Gals	Drop Tanks Gals	Refuel tanks Gals	Total Usable in 1 acft Gals	ADI Gals	Total Usable Gals	Total IFA Gals	ADI per acft Gals	Total ADI Gals
90	B-47E	JP-4				1400		17511	600	1575990		600	5400
15	KC-97E	115 145		6580	1210			7790	60	116850		60	900
5	KC-97F	115 145		6580	1210			7790	60	38950		60	300
20	KC-97G	115 145		6580	1210	1382		9172	60	183440		60	1200
4	C-47	100 130		804				804		3216			
3	B-25	100 130		974				974		2922			
15	KC-97E	115 145	JP-4	6580	1210		7200	6580	60	98700	126150	60	900
5	KC-97F	115 145	JP-4	6580	1210		7200	6580	60	32900	40250	60	300
20	KC-97G	115 145	JP-4	6580	1210	1382	5921	6580	60	131600	170260	60	1200
15	KC-97E	115 145	JP-4	6580	1210		7200	7790	60	116850	108000	60	900
5	KC-97F	115 145	JP-4	6580	1210		7200	7790	60	38950	36000	60	300
20	KC-97G	115 145	JP-4	6580	1210	1382	JP-4 5921	9172	60	183440	118420	60	1200
20	KC-97G	115 145	JP-4	6580	1210	1382	5921	7790	60	155800	146060	60	1200

POL - ADI Requirements ... fo-Wing Operations and pertinent Tech Orders on acft involved.

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SUBJECT: Information for Transportation Plan

TO: ABOT | FROM: 3DWI | DATE: 17 Nov 53 | COMMENT NO. 1

1. The following 306th Bombardment Wing (H), Mobility Plan information is furnished your department as requested.

a. Flyaway Bins--60 each, 102,000 pounds, 12,000 cubic feet.

b. Flyaway Bulk--72,000 pounds, 36,000 cubic feet.

c. Phase 1 Cargo--340,479 pounds.

d. Phase 2 Cargo--159,169 pounds.

e. Phase 3 Cargo--129,566 pounds.

f. Assigned personnel (excluding 804ABG)--1,775 personnel.

g. Dispersal Area--Rigland Air Field, (32° 29' N, 81° 00' W). Depart either gate from Hunter Air Force Base, north on Montgomery Street to Bay Street, west to US Highway 17, north on US Highway 17 to Rigland, direct to Rigland Air Field.

h. Alternate Dispersal Area--Estill Air Field, (32° 43' N, 81° 15' W). Depart from either gate from Hunter Air Force Base, north on Montgomery Street to Bay Street, west to US Highway 17, north on US Highway 17 to US Highway 321 direct to Estill Air Field.

2. With reference to paragraph 1f, the 804th Air Base Group Air Support personnel are 590, and are not part of the total figure shown.

3. At the present time it is impossible to get the cubic feet of paragraphs 1c, d, and e, due to reasons beyond control of this office (3DWI). Furthermore, at the present time it is believed that cubage is (or may not be) necessarily a requirement for purposes of compliance with cited instructions referred to in comment number 1.

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JOHN F. DORONDO, Major, USAF
Logistics Officer

Certified True Copy

John F. Dorondo
John F. Dorondo, Major, USAF

53D-6295

SECRET

EXHIBIT #C

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SUBJECT: Proposed SOP to Mobility Plan
(Ground Powered Equipment)

TO:	FROM:	DATE:	COMMENT NO. 1
3DW 3DWMC 3DWS	3DMG	18 Nov 52	

All staff offices concur.

DWS made the following exception, "The Servi-cycle is classified as Motor Vehicle and is the responsibility of Motor Pool for Maintenance and Service. Reference Air Force Manual 77-1. Recommend the organization possessing the Servi-cycle be responsible for the mobility thereof.

This recommendation concured in, and the Servi-cycle is deleted from the proposed SOP.

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EXHIBIT # D

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"PROPOSED" PART VII - Wing Mobility SOP #21

Subject: Ground Powered Equipment and Maintenance Personnel

1. PURPOSE: Consolidation of Ground Powered Equipment, for a centrally controlled distribution of equipment and personnel.

2. CONTROL:

a. The Commander, 308th Field Maintenance Squadron will be charged with the responsibility of distribution and the condition of ground powered equipment to those units as requirements warrant under TDY, MAC deployment, or any modified movement thereof.

b. The prorating of personnel to adequately maintain, operate and or utilize this equipment will likewise be the responsibility of the Commander, 308th Field Maintenance Squadron, for any type of deployment.

3. SCOPE AND OBJECTIVE:

a. This SOP will serve to briefly explain the respective duties and responsibilities of the mobility projects officers relative consolidated ground powered equipment.

b. Distribution of the consolidated ground powered equipment will be accomplished as per coordinated agreement between the Materiel Mobility Project Officer and and the Senior Field Maintenance Officer.

c. The Director of Personnel will issue instructions relative transfer of personnel into the Field Maintenance Squadron. However, each Sqdn/Unit squadron will retain space for one (1) each Apprentice Automotive Mechanic (47131). The 308th Periodic Maintenance and Air Refueling Squadron's will retain (1) one each Senior Automotive Mechanic (47151) for the purpose of handling oxygen carts, crew chief and aero stands.

d. The Personnel Mobility Project Officer will in turn phase out for deployment purposes the AFSC's by applying the card priority designator to insure that maximum efficiency may be achieved in the operation and maintenance requirements for this type of equipment.

e. All items of property listed below will be transferred on hand receipt to the Supply Officer of the FMS who will in turn establish an appropriate accounting system to include a separate jacket file for each organization from which property has been received. Color coding of this property will be the FMS color designation.

f. Furnishing organizations will continue to carry these items on their applicable authorization documents showing their location as the FMS. Necessary supply action relative requisitioning, turn-ins, etc, will be coordinated during this interim period between the FMS and the unit which owns the equipment.

g. The Chief of Maintenance will publish Maintenance Policy SOP's on the maintenance and dispatching of this equipment.

EXHIBIT # D

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4. MATERIEL PHASING: For Mobility planning purposes, the equipment listed herein will be indicated on parent unit plans the same as other UMC or UAL, but will be materialized with weights and cubes deducted from weights column concerned. These consolidated items in turn will be indicated and added to the UMC UMD or UAL lists as the case may be with appropriate explanatory footnotes.

5. GROUND POWERED EQUIPMENT:

STOCK NUMBER	NOMENCLATURE
4930-179500	Cleaners-Spray Vulsine 120 gal cap
4930-192850	Cleaners-Vapor Pressure Type Portable Type A-1
4310-200000	Compressor-Air port 2 stage
4310-209750	Compressor-Air port 3 stage
4310-211460	Compressor-Air port single stage
4130-030375	Air Conditioner-Freon cycle type A-3
4320-116000	Blower-Gasoline eng driven type A-1
4320-117000	Blower-Gasoline eng driven port ventilation type A-2
4210-400725	Jack-Aircraft hyd axle 50 ton cap
4210-407000	Jack-Aircraft hyd folding tripod adj 20 ton cap
4210-411193	Jack-Aircraft hyd folding tripod 30 ton cap
6115-322700	Generator Set-Gasoline eng master vibrator type B-3A
6115-325800	" Gasoline eng type C-21
6115-325910	" " C-21B
6115-326600	" " C-22
6115-326700	" " C-22A
6115-326810	" " C-22C
6115-326900	" " A-3
6115-326910	" " A-3A
6115-321600	" " C-1B
6115-322750	" " C026

ADDITIONAL ITEMS WHICH MAY BECOME AVAILABLE IN THE FUTURE:

4310-209500	Compressor-Air port 3 stage
4320-122010	Cooler-Port airborne Type A-1
6115-250000	Generator Set-Bremco, 150 W, 440 V
6115-324600	Generator Set- Gasoline eng type B-6
6115-326900	Generator Set-Gasoline eng type B-6B

INDIVIDUAL TOOL KITS-- TOI 10-47-1
TOI 10-47-2

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SUBJECT: UAL Change Request (Office Machine)

TO: 3WHS Unit Supply | FROM: 3DM | DATE: 22 Sep 50 | CONCEPT NO.1

JOHN F. DOE/DOE/5??

1. Request the equipment listed below be included in the next official UAL Change Request as an item required by the Logistics Office of the Directorate of Materiel, ??8th Bombardment Wing ( ).

a. Stock Number -- 8600-920920-25, SD, S XX, Each, 300.??...
TYPEWRITER-Elec Pica Gothic Type 10 Spaces per in. 1? in. Carriage Width 84 Characters 42 Keys Std American Keyboard, AC 110 V 60 Cyc, IBM

2. Substantion of the above request for an electric typewriter in the Logistics Office of the Directorate of Materiel is based on the premise that the more desirable machine, namely a Vari-typer Stencil-writer manufactured by the R.C. Coxhead Corporation; which conviently and quickly prepares stencils with legible print-like reading matter in a variety of sizes and styles and in a variety of spacings to get the most out of a single page, is prohibitively high priced.

a. Further substantiation is the necessary publishing of Mobility Plans, TDY Plans, Administrative Annexes to Operations Plans and changes to all of the above.

(1) High quality print-like reading matter from a legibility standpoint is a prerequisite in publications listed above. Requested typewriter would adequately fill the bill.

b. Recurring "reproduction projects" for the Director of Materiel in the form of Manuals, Tables and Organization, and etc.

c. Base and inter-wing Director of Materiel Logistics directives, letters, and or memorandums.

(1) Above normally published and distributed to sixteen (16) units associated with the wing Mobility Plan. An electric typewriter is capable of original plus sixteen (16) copies in one operation, thereby reducing workload and consequent saving in manhours.

3. Joint use of an electric typewriter is proposed by Director of Materiel and the Director of Operations; discussed with highest recommendations given by Operations for possible procurement.

s/ S.W. HUDSON, Lt Col, USAF
Director of Materiel

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EXHIBIT # E

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HISTORY

OF

373RD BOMBARDMENT SQUADRON M

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 November - 30 November

1953

William R. Sundermann

WILLIAM R. SUNDERMANN
Captain, USAF
Historical Officer

Vernon K. Cammack

VERNON K. CAMMACK
Lt Col., USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Richard C. Ford

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CHRONOLOGY

4 November 1953	Major Rowe, Operations Officer, departed for transition training.
6 November 1953	Personnel records inspected.
10 November 1953	M/Sgt Robert D Bean assigned from 20th Bomb Squadron as line chief.
16 November 1953	Lt Col Vernon K Cammack assumed command of the squadron.
20 November 1953	100% of all B-47 requisitions on T/O&E and M/R accounts completed.
21 November 1953	Lt Col Cammack outlined policies at special squadron meeting.
27 November 1953	Construction of Briefing Room completed by Operations Section.
30 November 1953	Lt Col Cammack departed TDY to MacDill Air Force Base, Florida.
30 November 1953	Turn-in of B-29 equipment completed.

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ORGANIZATION AND ADMINISTRATION

On 16 November, Lt Colonel Vernon K Cammack assumed command of the squadron. Lt Colonel Cammack relieved Major Edwin J White Jr, who was assigned special duty with 38th Air Division Operations Section.

Lt Colonel Cammack is a regular Air Force Officer and a senior pilot-observer. He is a native of the state of Wisconsin and a graduate of the University of Minnesota. Prior to his assignment to this unit he commanded the 308th Armament and Electronics Maintenance Squadron here at Hunter Air Force Base.

On 21 November, Lt Colonel Cammack addressed the squadron at a special meeting at the Squadron Operations building. In his address, he placed particular emphasis on squadron unity and the concept of all sections coordinating their efforts toward the performance of the common mission.

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PERSONNEL

On 30 November, the squadron had sixty-two officers and 145 airmen assigned. Many of our combat crew personnel returned from transition during the month, as well as engineering personnel. However, a program to send engineering key personnel to MacDill Air Force Base, Florida, for counterpart training sent many of them away for another short period of TDY.

A few 43131J's were assigned during November, but the great influx seemed to be over. No key personnel were lost during the month, with the exception that Major White was placed on special duty with 38th Air Division. Personnel-wise, a degree of stabilization was apparent during the month of November.

The process of correcting personnel records continued during the month and considerable improvement was noticed.

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OPERATIONS AND TRAINING

During the month of November the 373rd Bombardment Squadron continued with the conversion into the B-47 program. Aircraft were not yet received, causing quite a problem for personnel present for duty to accomplish minimum flying requirements. Most of these requirements were accomplished through the cooperation of the Base Flight Section.

Operations personnel changes that took place during the month of November were as follows: Major Mayron H Rowe the Operations Officer departed TDY for Pinecastle Air Force Base to attend the B-47 transition course; Second Lieutenant Robert L Robinson Jr was transferred to the 303th Air Refueling Squadron on this Base; Major Lee O Cunningham returned from Advance Survival at Stead Air Force Base, Nevada and was assigned duties as the Squadron Observer.

Training accomplishments continued to be high. Of the seventeen crews assigned this organization, ten crews completed their training either at Wichita Air Force Base, Kansas or at Pinecastle Air Force Base, Florida. The seven remaining crews will complete their B-47 transition training by December 15th.

A breakdown of the ground training accomplishments on the 50-6 report were as follows:

SUBJECT:	NUMBER OF PERSONNEL TRAINED
Intelligence	51
Management Training	16

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OPERATIONS AND TRAINING (CONT'D)

SUBJECT	NUMBER OF PERSONNEL TRAINED
Physiological Training	51
Code Training III	16
First Aid Training	36
ABC Defense	47
ABC Defense Annex I	13
Basic Weapons	131
Ocean Survival	28
Swimming Proficiency	34
Basic Survival	47
Refresher Survival	29
Advanced Survival	39
Operation and Movement of Aircraft on Ground	16
Security	95
Radar Maintenance	17
Specialist Training for Pilots	34
Skeet	17
Specialized Weather Training	4
Character Guidance	155
Information Hour	155

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INTELLIGENCE

Intelligence training accomplished during the month of November was not high, due to the shortage of personnel.

The Intelligence Target Study Room was in the process of being renovated and when it is completed, an extensive intelligence training program is planned.

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MAINTENANCE

During November, no aircraft were as yet delivered to the squadron leaving us with none assigned. Our personnel strength was 116 men assigned, of which thirteen men were TDY to B-47 jet mechanic schools. In addition, we had eleven men TDY to MacDill Air Force Base, Florida, for a two week B-47 counterpart training course. We still had a number of personnel attending both the seven week B-47 familiarization course and the one week specialist courses of the Mobile Training Detachment here on the base.

The remaining men were kept busy with the various training programs and daily details to improve our existing facilities. These improvements included construction of a new tool crib for the better and more efficient distribution of equipment and a new gun room to implement the functions of the base alert plan.

Our new Squadron Commander, Lieutenant Colonel Cammack, made many helpful suggestions and these were introduced to the extent that we are now in a much improved position to receive the B-47 aircraft and to effectively maintain them.

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SUPPLY

During the month of November, supply personnel spent the majority of their time closing out the old Unit Property Account Listing. This necessitated a great amount of overtime, because all excess and unauthorized property was turned in to Base Supply. The end of November saw the last of the B-29 equipment leave the section. We can now devote our full attention to the task of attaining our constant goal-- 100% of T/O&E property on hand and combat readiness.

During November, A/2C Seferiadis was sent to the Engineering Section to set up the Engineering Supply room. A new airman, Airman Basic Hill, was assigned to the section also. Although he had not yet reported for duty by the end of the month, his presence will greatly decrease the future workload.

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Squadron 50-6 Report

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KEY PERSONNEL

COMMANDER	LT COL VERNON K GAMMACK
ADJUTANT	CAPTAIN WILLIAM R SUNDERMANN
OPERATIONS OFFICER	MAJOR MAYRON H ROWE
ENGINEERING OFFICER	1ST LIEUTENANT GENE J DUFFY
SUPPLY OFFICER	1ST LIEUTENANT ROGER L SIMAN
INTELLIGENCE OFFICER	2ND LIEUTENANT DENIS R BAIER

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Monthly Historical Report

374th Bomb Squadron
308th Bomb Wing

S.A.C.

36

November 1953

Hunter Air Force Base
Georgia

JOHN O. VICK
Lt. Co., U.S.A.F.
Commander

CARL W. HATHAWAY
Captain, U.S.A.F.
Historical Officer

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(1)	Appendix I	Personnel
(8)	Appendix II	B-47 MTD Attendance at Hunter AF Base

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Chronology

November 1953

Day of Month	Event
1	1/Lt. Levi P. Mullins became Aircraft Maintenance Officer.
2-5	Special Weapons Course attended at this base by Lt. Col. Vick and five other rated officers of this squadron.
9	1/Lt. John E. Taylor replaced 1/Lt. Fred J. Christman as acting Operations Officer.
14	Semi-monthly Information Hour.
16	Lt. Col. John O. Vick departed for Barksdale AFB, La. Major Frank L. Voigtmann became acting Commander.
18	Major Frank L. Voigtmann transferred to Headquarters this wing. 1/Lt. John E. Taylor appointed acting Commander. 1/Lt. William L. Floyd became acting Operations Officer.
19	Lt. Col. John O. Vick returned and resumed command of the squadron. 1/Lt. John E. Taylor replaced 1/Lt. William L. Floyd as acting Operations Officer.
21	1/Lt. Fred J. Christman replaced 1/Lt. John E. Taylor as acting Operations Officer.
23	Captain James H. Waters hospitalized at Sampson AFB, N.Y.
27	Practice Mobility Alert. Lt. Col. John O. Vick departed for Mather AFB, California and Captain Courtney R. Charlton became acting Commander.
28	Semi-monthly Information Hour.

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Chapter I

Organization and Administration

During November there was one change in Key Personnel in the 374th Bombardment Squadron. 1/Lt. Levi P. Mullins became Aircraft Maintenance Officer on 1 November, replacing 2/Lt. James L. Wallace who was subsiquently transferred to the 308th Air Refueling Squadron, this wing.

From the 16th to 19th of November Lt. Col. John O. Vick, the Commander of the squadron was on official business at 2nd Air Force Headquarters at Barksdale Air Force Base, Louisiana and during his absence Major Voigtmann was acting Commander until his transfer to Headquarters of this wing and 1/Lt. John E. Taylor became acting Commander until Col. Vick's return. On the 27th of November he departed again, this time for Mather Air Force Base, California to attend the Staff Officers' course on the "K" System of radar and bombing which is used in B-47s. As Major Weller, Operations Officer was absent throughout the month, there were several officers who served in that capacity, among them 1/Lt. Fred J. Christman, 1/Lt. John E. Taylor, and 1/Lt. William L. Floyd.

Two Information Hours were held during the month. The first was held on the 14th of November at which M/Sgt Britt explained the Promotion Policy for Airmen and Captain Hathaway explained the types of discharges granted from the service. The

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second Information Hour was held on the 28th of November at which the Squadron Alert Plan was explained and Captain Hillyer Smith gave a discussion of the Arab League, a subject he had studied at Intelligence School.

A practice Mobility Alert was held on 27 November with Phase I starting at 1138. Phase II started at 1650. During these two phases of the alert, some weaknesses in the squadron's notification system were noted, but no major difficulties were encountered. At 2030 the Alert entered Phase III for parts of the 308th Bomb Wing, but not for the 374th Bomb Squadron which has no aircraft and for which the alert was over. (1)

In the 308th Bomb Wing rating system, the 374th Bomb Squadron placed third out of eight and first among the bomb squadrons.

(1) Information obtained from 1/Lt. John E. Lyle, Mobility Officer.

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Chapter II

Personnel (1)

Strength figures for the 374th Bomb Squadron for the last day of October and the last day of November 1953 are given below for purposes of comparison:

31 October 1953 (2)

	For Duty	N/For Duty	Total	Sick	Lv	T.D.Y.	Total	Aggregate
Officers	20	0	20	0	4	48	52	72
Airmen	71	3	74	1	6	48	55	129

30 November 1953 (3)

	For Duty	N/For Duty	Total	Sick	Lv	T.D.Y.	Total	Aggregate
Officers	20	0	20	0	3	44	47	67
Airmen	83	1	84	1	8	33	42	126

Since July there has been a decrease in airmen in the squadron in line with the conversion of this wing from B-29s to B-47s, as the new organization will call for a considerable reduction in the number of airmen. This process is about complete. The reduction in officers has been less radical and has been accomplished largely during this period by sending them to Observers' multiple-rating training or to the 308th Air Refueling Squadron, this wing. This process is now

(1) All data for this appendix from Morning Reports, 374 BS, 308 BW. for November 1953 and Morning Report Card Files.
(2) Morning Reports, 374 Bomb Squadron, October 1953 (for date shown).
(3) ibid. 30 November 1953.

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virtually completed.

Gains during November consisted of two officers and seven airmen. An instructor pilot for B-47s from MacDill AFB, Florida was assigned to the 374th Bomb Squadron, then re-assigned to Headquarters of this wing. The other officer was 1/Lt. Levi P. Mullins who was appointed Aircraft Maintenance Officer. The newly-assigned airmen were four apprentice aircraft mechanics from Amarillo AFB, Texas, one senior organizational supply specialist from the Far Eastern Air Forces and two senior motor vehicle operators, one from the 804th Motor Vehicle Squadron, this base, and the other from Ramey AFB, Puerto Rico.

In addition to the instructor pilot transferred into the squadron and out, six other officers and nine airmen were transferred from the squadron. One airman was discharged to relieve a hardship condition at home. The other officers transferred out of the squadron were three observers and one pilot who went to multiple-rating observers' training, one pilot to the 308th Air Refueling Squadron, this wing, and an unrated officer who was transferred to Headquarters, this wing. One airman, a personal affairs specialist, was sent to the 308th Air Refueling Squadron, this wing, two gunners were sent to Carswell AFB, Texas and one to Limestone AFB, Maine. One apprentice aircraft mechanic was sent to Stewart AFB, New York to enter United States Military Academy at West Point. Two airmen were sent to Supply School at F. E. Warren AFB, Wyoming and another to the Training Command at Randolph AFB, Texas to attend "Boom Operators' School". One airman, a senior organizational supply specialist, was sent to Parks AFB, California for transfer to the Far East.

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The one outstanding fact to be observed from the strength figures of the squadron is the large number of officers and airmen absent on temporary duty. This is almost solely a result of training crews and maintenance men for their new duties with the B-47 aircraft - - most of this training being at other bases.

Ten observers and one pilot AOB went to Pinecastle AFB, Florida for B-47 crew training five observers and one pilot AOB returned from that base. A pilot AOB, a single-rated pilot and an observer returned from similar training at Wichita AFB, Kansas. Six observers returned from "K" System training at Mather AFB, California. Lt. Col. John O. Vick, Squadron Commander, went to 2nd Air Force Headquarters at Barksdale AFB, Louisiana for a few days on official business and returned, then later departed for Mather AFB, California to attend a "K" System course for staff officers. One pilot AOB attended a B-47 MTD at MacDill AFB, Florida and returned. The Squadron Intelligence Officer who had gone to MacDill AFB to observe Intelligence functions in the 306th Bomb Wing at that base returned early in November. To give aircraft maintenance men some practical experience with the new type aircraft, airmen of this wing have been sent to MacDill AFB to work with their personnel in the job assignment which the airmen will later fill with this wing. Along with them there have been a few supply personnel. In this program nine airmen, all maintenance men, went to MacDill AFB and six others returned. Nineteen aircraft maintenance men returned from temporary duty at Amarillo AFB, Texas and one from Sheppard AFB, Texas. An observer went to Survival Training at Stead AFB, Nevada. An ex-gunner returned from Lowry AFB, Colorado as an apprentice clerk.

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All other temporary duty assignments were in connection with permanent re-assignments to other bases.

Two airmen were discharged at expiration of enlistment and re-enlisted. Another airman extended his enlistment for six months to enable him to qualify for attendance at a service school. The only discharge from the squadron was the Hardship Discharge previously mentioned.

2/Lt William E. Holt and 2/Lt. Charles T. Wingard have been selected to attend Squadron Officers' School in the near future and 2/Lt. Nicholas J. Kavouklis and 2/Lt. John L. Wilmot have been accepted for pilot training and are expected to start their training soon after the first of next year.

2/Lt. Charles T. Wingard, Squadron Supply Officer, accepted an indefinite Reserve Commission during November.

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Chapter III

Operations

December 1953 was another quiet month for the Operations Section of the 374th Bomb Squadron. Since the last B-29s were transferred from the squadron on 30 September,(1) flying has been limited to an absolute minimum and has been done with the 2nd Bomb Wing or with Base Flight at this base, or has been accomplished in the course of other training at other bases where personnel happened to be on temporary duty. Every effort has been made to complete flying training requirements under SAC Reg 60-2 in spite of the difficulty caused by non-availability of aircraft. This problem was created largely by orders emphasizing "crew integrity" to be maintained. (2) Nearly all flying personnel have met the requirements of the regulation and the rest are expected to be in compliance before the end of December.

Ground Training

Ground Training was nearly as limited as Flying Training, as there were few personnel present for duty and these were busy with routine duties and special assignments. Six officers attended a Special Weapons Course at this base and one attended Basic Survival in the Camp Stewart area. In spite of this apparent lack of training during November, this was a period of intense training, most of it by personnel on temporary duty at other bases as shown in the previous chapter, but with extensive local training of aircraft maintenance personnel as explained in Chapter IV.

(1) Historical Report, 374 Bomb Squadron, September 1953, Appendix V.
(2) ibid. Appendix II.

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The activities of other units belonging to the Operations Section were by necessity reduced to a standstill, also. The Intelligence Section processed incoming personnel and prepared to move into its new room when it is completed. The Communications Section made preliminary moves toward establishing a Office Interphone system for use in the Operations building when this is all turned over to the section.

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Chapter IV

Aircraft Maintenance and Supply

Since there have been no aircraft assigned to the 374th Bomb Squadron since the last day of September, there have been none of the usual duties for the section to perform. Instead there has been a detailed training for maintenance personnel at other bases as shown in Chapter II. Most of this academic training was held at Amarillo AFB, Texas. Some more training was accomplished along thoroughly practically lines at MacDill AFB, Florida, by sending maintenance personnel there to work on the job with personnel of the 306th Bomb Wing, thereby gaining a bit of first-hand experience and advice.

During November 21 airmen started B-47 M.T.D. here at this base, by way of furthering their training. Another 21 airmen of the section were granted leave during November in line with the policy of granting as much leave as possible at this time, since but little can be expected once the aircraft arrive and concentrated flying training begins.

Supply

The Supply Section nearly completed turn-ins on conversion from B-29s, disposing of equipment not applicable to the new aircraft and reached the final steps in closing out the B-29 UPREAL. One airman was assigned to the section, A/1c Ralph H. Gammon.

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Chapter V

Miscellaneous

The Savannah Community Chest's annual appeal for funds was extended to Hunter Air Force Base and the response was generous. It is doubtful that any interpretation can be read into this, for resentment at restrictions placed upon the Base Exchange may have been balanced by good-neighborliness such as that of the Y.M.C.A. whose gymnasium is the only one available to the units at this base. While the response of the base as a whole was generous, the 374th Bomb Squadron made the highest per-capita contribution for any unit of the 308th Bomb Wing and final comparison is expected to place it at the head for the base. The total contribution of the 374th Bomb Squadron was $1,251.03 and funds were still being donated. (1)

The Base-wide Touch Football competition continued through November during which time four more games were played by the 374th Bomb Squadron as follows:

		374th	Opponent
2 November	804th Hq. Sq.	8	20
9 November	308 Air Refuel. Sq.	0	1
17 November	Air Installations	12	0
24 November	20 Bomb Sq., 2 B.W.	7	14

Captain James H. Waters, a single-rated pilot, completed B-47 training at Wichita AFB, Kansas and was at home in New York on a delay enroute when he reported to the hospital at Sampson AFB, New York for treatment and was there at the end of the month.

(1) Telephone conversation with Miss Douglass of AIO, sec'y for the Community Chest Drive.

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Glossary

AFB	Air Force Base
C.O.	Commanding Officer
EDCSA	Effective Date Commencing Strength Account.
Hq.	Headquarters
Sq.	Squadron
Wg.	Wing
BS or B.S.	Bomb Squadron or Bombardment Squadron.
B.W. or BW	Bomb Wing or Bombardment Wing.
T.D.Y. or TDY	Temporary Duty
M.T.D. or MTD	Mobile Training Detachment.
UPREAL	Unit Property Records and Equipment Allowance List.
N/For	Not for
Lv.	Leave
Apr. Acft. Mech.	Apprentice Aircraft Mechanic.
Sr. Acft. Mech.	Senior Aircraft Mechanic.
Acft. Maint. Spv.	Aircraft Maintenance Supervisor.
ibid.	as above

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Bibliography

In addition to personal observations and minor informal inquiries made by the Squadron Historical Officer, the following sources of information were used in compiling this report:

Historical Reports, 374 Bomb Squadron, 308 Bomb Wing

July 1953

August 1953

September 1953

October 1953

Morning Reports, 374 Bomb Squadron, 308 Bomb Wing

30 October 1953

Each day of November 1953

Written summaries of section activities by:

Intelligence Officer

Aircraft Maintenance Officer

Training Officer

Interviews with following personnel:

Adjutant

First Sergeant

Supply Officer

Acting Operations Officer

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Key Personnel

The following were key personnel of the 374th Bomb Squadron at the end of November 1953:

Lt. Col. John O. Vick	Squadron Commander
Capt. Courtney R. Charlton	Acting
1/Lt. Rigoberto Rodgiguez	Adjutant
Major Russell K. Weller	Operations Officer
1/Lt. Fred J. Christman	Acting
Major John F. McHugh	Squadron Observer
Captain Dominic P. Quercia	Acting
Major Loren A. Gililland	Ground Training Officer
1/Lt. William L. Floyd	Acting
1/Lt. Levi P. Mullins	Aircraft Maintenance Officer
2/Lt. Charles T. Wingard	Supply Officer
M/Sgt. James R. Bond	First Sergeant

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APPENDIX I

Personnel (1)

Incoming Personnel (P.C.S.)

One Pilot AOB from 6th Air Division, MacDill AFB, Florida:

Voigtmann, Frank L.	Major	13 469 A

One Aircraft Maintenance Officer from Hq. this wing:

Mullins, Levi P.	1/Lt.	AO 1 864 789

From units indicated, one (each) senior vehicle operator:

Hq. 72 Strategic Reconnaissance Wing, Ramey AFB, Puerto Rico:

Bartelle, Anderson	A/1c	AF 14 360 791

804th Motor Vehicle Squadron, 804th Air Base Froup, this base:

Lindner, John J.	A/1c	AF 32 873 206

From Hq. 20th Air Force, Okinawa, one senior organizational supply specialist:

Gammon, Ralph H.	A/1c	AF 14 373 527

From 3320th Technical Training Wing, Amarillo AFB, Texas, four apprentice aircraft mechanics:

Crabtree, Rene R.	A/3c	AF 14 489 264
Fondren, Edgar L.	A/3c	AF 25 262 090
Nych, Donald E.	A/3c	AF 12 419 048
Smith, Robert D.	A/3c	AF 24 760 476

(1) All data for this appendix from Morning Reports, 374 B.S., 308 B.W. for November 1953 and Morning Report Card Files.

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Outgoing Personnel (PCS)

To Headquarters 308th Bomb Wing, two officers:

Voigtmann, Frank L.	Major	13 469 A	Pilot AOB
Gibson, William L.	2/Lt.	AO 590 000	Intell. Off.

To 308th Air Refueling Squadron, this wing, one officer; one airman:

Wallace, James L.	2/Lt.	AO 2 228 278	Pilot
Giddings, Wilburn O.	S/Sgt.	AF 18 358 949	Pers. Affairs Sp.

To 3605 Navigation Training Wing, Ellington AFB, Texas, three officers:

Marquardt, William C.	Captain	AO 679 563	Bombardier
Platte, Eldo H.	Captain	AO 733 351	Bombr. & Radar Op.
Parker, Charles W.	1/Lt.	AO 788 828	Pilot
Petty, Robert J.	1/Lt.	AO 690 598	Bombardier

TDY to PCS 11th Bomb Wing, Carswell AFB, Texas, two gunners:

Lovell, James W.	A/1c	AF 15 246 810
Poff, James L.	A/1c	AF 19 378 514

TDY to PCS 42nd Bomb Wing, Limestone AFB, Maine, one gunner:

[redacted], John E.	A/1c	AF [redacted]

To 4700 Air Base Group, Stewart AFB, New York, one apprentice aircraft mechanic:

Daz, Stanley E.	A/1c	AF 12 408 637

TDY to PCS 3450 Technical Training Group, F. E. Warren AFB, Wyoming, two airmen:

Bischoff, Howard E.	A/2c	AF 12 291 583	Gunner
Henry, Harrold	A/2c	AF 11 245 117	Apr. woodworker

TDY to PCS 3510 Training Group, Randolph AFB, Texas, one Apr. Acft. Mech:

Hamac, Laddie J.	A/1c	AF 18 412 641

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Outgoing Personnel PCS (continued)

To 2353 Personnel Processing Squadron, Parks AFB, California, one Senior organizational supply specialist:

Dziuk, Florian	A/1c	AF 18 413 923

Temporary Duty (Returned)

From Pinecastle AFB, Florida, six rated officers:

McHugh, John F.	Major	11 527 A	Observer
Arnold, William M.	Captain	AO 692 258	Observer
Kata, Joseph B.	Captain	AO 2 086 679	Observer
Mode, Gordon W.	Captain	AO 732 751	Observer
Opelt, Alexander L.	Captain	10 788 A	Pilot AOB
Warrington, James M.	1/Lt.	AO 945 516	Observer

From Wichita AFB, Kansas, three rated officers:

Gililland, Loren A.	Major	AO 660 137	Pilot AOB
Henry, Patrick W.	Major	AO 789 470	Observer
Charlton, Courtney R.	Captain	AO 755 791	Pilot

From Mather AFB, California, six observers:

Curnow, Robert L.	Captain	AO 676 326
Dahlquist, Stanley T.	Captain	AO 669 211
Quercia, Dominic P.	Captain	AO 2 070 317
Vieser, Walter N.	Captain	AO 759 880
Watzke, James R.	Captain	AO 741 292
Gennaro, Edward J.	1/Lt.	AO 2 082 261

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Temporary Duty - - Returned (continued)

Reported for duty, after delay enroute from previous base, one Observer from 20th Air Force, Okinawa (FEAF):

Rice, Robert T.	Captain	AO 695 356

From MacDill AFB, Florida, two officers and six airmen:

Christman, Fred J.	1/Lt.	[redacted] 524 A	Pilot AOB
Reale, Dante S.	1/Lt.	AO 2 032 027	Intell. Off.
Adair, Richard C.	S/Sgt.	AF 14 395 733	Sr. Acft. Mech.
Pully, Osman T.	S/Sgt.	AF 24 536 116	Sr. Acft. Mech.
Taylor, Milford	A/1c	AF 14 438 429	Sr. Pers. Eq. Sp.
Miller, Edward L.	A/2c	AF 14 343 727	Sr. Acft. Mech.
Monroe, Kenneth E.	A/2c	AF 13 434 197	Sr. Acft. Mech.
Turner, Donald R.	A/3c	AF 18 439 176	Sr. Acft. Mech.

From Amarillo AFB, Amarillo, Texas, 19 aircraft maintenance personnel:

Kloetzly, Paul R.	M/Sgt.	AF 35 024 347	Acft. Maint. Spv.
Whitlow, Travis E.	T/Sgt.	AF 6 2[illegible]1 549	" " "
Tirpak, Joseph	S/Sgt.	AF 12 340 889	Sr. Acft. Mech.
Adams, Paul A.	A/1c	AF 11 197 390	" " "
Bragitikos, Angelo	A/1c	AF 15 471 420	" " "
Fay, John M.	A/1c	AF 12 331 929	" " "
Hill, Charles E.	A/1c	AF 18 381 085	" " "
Kelley, Carlton C.	A/1c	AF 11 215 462	" " "
Bilyeu, Robert J.	A/2c	AF 16 398 101	" " "
Coom, Rolland R.	A/2c	AF 12 410 232	Apr. Acft. Mech.
Gatts, James W.	A/2c	AF 13 410 888	" " "
Johnson, Donald A.	A/2c	AF 12 409 510	Sr. " "

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Temporary Duty - - Returned (continued)

From Amarillo AFB, Texas (continued):

Norris, William H.	A/2c	AF 14 435 219	Sr.	Acft.	Mech.
Pyles, Elvin F.	A/2c	AF 13 419 072	"	"	"
Reynolds, Daniel F.	A/2c	AF 14 453 936	"	"	"
Smith, Douglas E.	A/2c	AF 14 448 404	"	"	"
Thrist, Willie H.	A/2c	AF 15 426 628	"	"	"
Crabtree, Rene R.	A/3c	AF 14 489 264	Apr.	Acft.	Mech.
Fondren, Edgar L.	A/3c	AF 25 262 090	"	"	"
Nych, Donald E.	A/3c	AF 12 419 048	"	"	"

From Sheppard AFB, Texas, one senior aircraft mechanic:

Harrell, Roland B.	A/1c	AF 14 394 848

From Lowry AFB, Colorado, one apprentice clerk, formerly a gunner:

Baczynski, Mike M.	A/2c	AF 13 410 445

Temporary Duty (Departed)

To Pinecastle AFB, Florida, 11 rated officers:

McHugh, John F.	Major	11 527 A	Observer
Curnow, Robert L.	Captain	AO 676 362	Observer
Dahlquist, Stanley T.	Captain	AO 669 211	Observer
Petty, Reginald	Captain	AO 2 088 497	Pilot AOB
Quercia, Dominic P.	Captain	AO 2 070 317	Observer
Vieser, Walter N.	Captain	AO 759 880	Observer
Watzke, James R.	Captain	AO 741 292	Observer
Arveson, Allan L.	1/Lt.	AO 2 001 559	Observer
Gennaro, Edward J.	1/Lt.	AO 2 082 261	Observer
Kata, Joseph B.	1/Lt.	AO 2 086 679	Observer
Sabel, John F.	1/Lt.	AO 2 079 490	Observer

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Temporary Duty - - Departed (continued)

To Barksdale AFB, Louisiana (and return):

Vick, John O.	Lt. Col.	6858 A	Squadron C.O.

To Mather AFB, California, the Squadron Commander:

Vick, John O.	Lt. Co.	6 858 A

To MacDill AFB, Florida, one officer for MTD and nine airmen for OJT.:

Christman, Fred J.	1/Lt.	24 524 A	Pilot AOB
Ahmuty, William C.	M/Sgt.	AF 11 037 117	Acft. Maint. Supv.
Tirpak, Joseph	S/Sgt.	AF 12 340 889	" " "
West, Alton S.	S/Sgt.	AF 34 355 456	" " "
Adams, Paul A.	A/1c	AF 11 197 390	Sr. Acft. Mech.
Bragitikos, Angelo	A/1c	AF 15 471 420	" " "
Harrell, Roland B.	A/1c	AF 14 394 848	" " "
Kelley, Carlton C.	A/1c	AF 11 215 462	" " "
Smith, Douglas L.	A/2c	AF 14 448 404	" " "
Terist, Willie H.	A/2c	AF 15 426 628	" " "

To Stead AFB, Nevada (Advanced Survival School), one Observer:

Nicodemus, John S.	1/Lt.	AO 591 010

To 3605 Navigation Training Wing, Ellington AFB, Texas, pending EDCSA:

Petty, Robert J.	1/Lt.	AO 690 598	Bombardier

To 4700 Air Base Group, Stewart AFB, New York, pending EDCSA:

Dus, Stanley E.	A/1c	AF 12 408 637	Sr. Acft. Mech.

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Temporary Duty - - Departed (continued)

To 806 Air Division, Lake Charles,AFB, Louisiana with re-assignment to 801 Air Division Lockbourne AFB, Ohio, one flight engineer:

VanCitters, Gerald L. T/Sgt. AF 39 537 654

To 11 Bomb Wing, Carswell AFB, Texas, one Apprentice Aircraft Mechanic:

Englehart, Robert P. A/1c AF 27 517 018

To 3450 Technical Training Wing, F.E. Warren AFB, Wyoming, pending EDCSA, one gunner:

Bischoff, Howard E. A/2c AF 12 391 583

Discharges & Re-enlistments

Honorably dis-charged and re-enlisted:

Jones, Earl M.	S/Sgt.	AF 13 339 831	Senior Clerk
Pully, Osman T.	S/Sgt.	AF 24 536 116	Sr. Acft. Mech.

Separated from the service (Honorable) for hardship reasons under provisions of AFR 39-13:

Knight, William R.	A/2c	AF 18 422 011	Gunner

Extended enlistment for six months under provisions of AFR 39-9 to attend a service school.

Garza, Tomas L.	S/Sgt.	AF 18 394 491	ex-Gunner

Miscellaneous

Released from Base Guardhouse and returned to duty:

Phillips, Leslie J.	A/B	AF 13 403 786	Apr. Acft. Mech.

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Appendix II

The following Aircraft Maintenance personnel of the 374th Bomb Squadron started attendance at B-47 M.T.D. at Hunter Air Force Base, Georgia during November 1953: (1)

S/Sgt.	Richard Adair	A/3c	Bryon Gamble
A/1c	Robert Morrow	A/3c	Edward Hansen
A/2c	Robert Bilyeu	A/3c	Carl Heflin
A/2c	James Gatts	A/3c	Kenneth Hill
A/2c	Donald Johnson	A/3c	Willard Raper
A/2c	William Norris	A/3c	Donald Schroeder
A/2c	Elvin Pyles	A/3c	Richard Sullivan
A/3c	Norton Chamberlain	A/3c	Don Webb
A/3c	Gwyn Chambers	A/3c	Charles Whitley
A/3c	Gilbert Comissiong	A/B	Richard McKennon
A/3c	Eugene Darby		

(1) Monthly report from Aircraft Maintenance Office, 374 B.S., Nov 1953.

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HISTORY

of

375TH BOMBARDMENT SQUADRON

308TH BOMBARDMENT WING (H)

Hunter Air Force Base

Savannah, Georgia

FOR

1 November - 30 November

1953

Ernest R. McCready

ERNEST R. MCCREADY
2d Lt., USAF
Historical Officer

Ross L. Clements

ROSS L. CLEMENTS
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/1C Norman E. Nielsen

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Narrative History of the 375th Bombardment Squadron H

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Key Personnel

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CHRONOLOGY

Date	Event
1 Nov	Eight Officers TDY to Pinecastle Air Force Base Flordia to attend B-47 Observer Course.
4 Nov	Major Alexander MacNutt Jr transferred to Observer Upgrading School.
8 Nov	Major Douglas R. Smith reassigned to the 308th Periodic Maintenance Squadron.
14 Nov	A/B Earl Richardson in confinement in Savannah, Georgia.
15 Nov	Major Coyd V. Wakeman leaves for TDY at Pinecastle Air Force Base Flordia to attend B-47 Transition. Major Ross L. Clements assumes Command of the 375th Bombardment Squadron.
17 Nov	Captain Edward C. Shea Jr assigned.

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ORGANIZATION AND ADMINISTRATION

The squadron this month slowly began to take shape under our new T/O. Many new airmen were assigned directly from the school at Amarillo Air Force Base, Texas, while we lost a few not needed in our new mission.

Although we are receiving the necessary bodies to satisfy our T/O, we are extremely unbalanced in the Engineering Field. We have a fabulous overload of 43131J's (Authorized 4; Assigned Primary 46; Assigned Duty 83) against an unaccountable shortage in the higher levels. For example, we are authorized fifteen 43151J's and fifteen 43171J's. We have none assigned by primary and only seven and four by duty. Of thirty-nine authorized 43153's the squadron has none assigned either primary or duty. This gross lack of compently trained personnel is a headache now and bound tc become a highly serious problem with the advent of our first aircraft.

Training has been capably continued for the few available personnel. A successful attempt was made to coordinate all members and schools to interlock, thus achieving the maximum amount of training in a minimum of time.

We have one airman in civil confinement awaiting indictment on a charge of grand larceny and burglary. Except for this one case, the squadron has had no disciplinary problems during this period.

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[illegible]

The squadron's greatest loss of personnel was felt with the transfer of two fine officers, Major Douglas R Smith and Major Alexander MacButt.

Major Smith was our outstandingly capable Maintenance Officer. He was reassigned to the 320th Periodic Maintenance Squadron to which organization he will undoubtedly be a great asset. Major MacButt was Squadron Observer and Ground Training Officer along with being the Wing Representative in the recent United Community Appeal drive. The Major has gone to Billingham Air Force Base for Observer Upgrading School.

TDY training is rapidly reaching its close. Major Wakeem, the squadron commander, left for B-47 transition on the 15th--the final pilot of the squadron to undergo this training. Many pilots and observers began to trickle back into the squadron as well as a large majority of the crews attending B-47 Maintenance Familiarization Course at Amarillo Air Force Base. As each officer returns, his records are being screened and an interview scheduled for re-accomplishment of his Form 66.

Major Rose L Clemente assumed command of the squadron at the departure of Major Wakeem on 15 November 1952. Maj Wakeem is expected to return sometime early in February.

Major Dwight C Venette and Captain Dale J Weidmeister III have been assigned to the squadron as B-47 instructor pilots. Both came to us from MacDill Air Force Base.

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Captain Edward C Shea Jr, an observer, also joined our ranks during the month.

With these additions and deletions, we find our total strength at 50 officers and 307 enlisted men versus a T/O authorization of 72 officers and 306 enlisted men.

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Captain Edward C Shen Jr, an observer, also joined our ranks during the month.

With these additions and deletions, we find our total strength at 50 officers and 140 enlisted men versus a T/O authorization of 72 officers and 104 enlisted men.

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OPERATIONS AND TRAINING

The Operations Section has been a bee-hive of activity this month making final preparation for the return of virtually all our personnel at the beginning of December. New charts, graphs and schedules have been constructed or modified to fit into the B-47 program and crew boxes, bins, etc. have been erected to facilitate operation.

Captain Walter Woodard has labored hard and long bringing the Ground Training records up to date and revising them to fit our new mission. Regulations, handbooks and manuals on operation of the B-47 were obtained and at present being set up for use by all crews.

With two complete crews available, and fragments of the other fourteen present for duty, Major Dwight C. Vanatta and Captain Carl J. Weinmeister III, the instructor pilots, began holding familiarization briefings.

Five officers utilized the availability of the Special Weapons Course offered on the base.

Upon assumption of command of the squadron by Major Ross L. Clements, Captain Roland E. Sabourin was assigned as Operations Officer.

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MAINTENANCE

Major Douglas R. Smith, Maintenance Officer, has been reassigned to the 308th Periodic Maintenance Squadron. Since the Major's departure, Master Sergeant Loyd F. Gay has been acting capably in his capacity.

Presently this section has twelve men attending B-47 MDT School. Twenty-eight men have attended or are scheduled to attend C-21, C-22, and A3 School.

Much time and effort has been spent in this, as other sections, preparing for our first aircraft. Forms, parts and other equipment has been ordered or received. Mobile Tool Cribs have been constructed for speedier maintenance. Ramp cleanliness is stressed and the work area is policed daily.

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SUPPLY

This section continued to procure items necessary for operation under the B-47 T/O and turn in items no longer needed.

All VEE and Plant Account shortages have been requisitioned and excess returned to Base Supply. Entry of all serially numbered items on 38th Air Division Form 98 has been completed.

Tool Kits are being issued to authorized Flight Line personnel.

Normal supply function has otherwise occupied the time of the personnel of this section.

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[redacted]

KEY PERSONNEL

The following personnel occupied key positions of the squadron during the month of November 1919.

COMMANDER:

Major Coyd T Molesan

Major Rose I Clements

OPERATIONS OFFICER:

Major Rose I Clements

Captain Roland M Delourin

[redacted] OFFICER:

Major Douglas H Smith

ADJUTANT:

1st Lt Phillip A Dixon

SUPPLY OFFICER:

1st Lt John I Kalish

CHIEF MECHANIC:

W/O A Benjamin V Royster Jr.

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5. 375th Bombardment Squadron M Special Orders
6. 375th Bombardment Squadron M Operations Flight Records
7. 375th Bombardment Squadron M Training Charts

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Auth: CG SCSAF Regrade to W
18 Dec 52
Date Initial

Monthly Historical Report

308th Air Refueling Squadron
308th Bombardment Wing H

Strategic Air Command

38

November 1952

Hunter Air Force Base
Savannah, Georgia

Frank B. Knepper Jr

FRANK B. KNEPPER JR
Major., USAF
Commander

Aaron Adams

AARON ADAMS
2d Lt., USAF
Historical Officer

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Chronology

Event

3 November Two KC-97's depart for Tinker AFB, Oklahoma for modification (Project IRAN).

3 November Engineering section moved to new location.

12 November 1/Lt Wendell H. Graham replaced 1/Lt William V. Carter as Squadron Performance Engineer.

13 November Orderly Room moved to a new location.

14 November Captain James C. Schrock replaced Captain George A. Muhner as Squadron Navigator.

14 November 1/Lt Bernice A. DuBose is appointed as Physical Training Officer for Controlled Sports.

15 November Standboard Crew departed for TDY at Barksdale AFB, La. to receive Boom Operators Check by the SAC Refueling Team.

15 November Theater type seats are received for installation in the Squadron Briefing Room.

20 November Formal opening and "house warming" of new operations building takes place.

21 November Airmen move into spacious new dormitories.

23 November Last two crews return from Heavy Transport Training Unit (HTTU) at West Palm Beach, Florida.

30 November Lt Col Perry P. Menzies entered the Base Hospital for an operation and Major Frank L. Knepper, Jr. assumed the duties of Squadron Commander.

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Chapter I
Organization and Administration

As November hastened into it's closing days there were many indications that the 308th Air Refueling Squadron was attaining the enviable position of a "full" formed and operational squadron. Assignments within the Squadron became more stabilized than during the early months of operation and with the advent of formal in-flight refueling training the members of the Squadron began to take pride in fulfilling their assigned missions.

Many major organizational changes were apparent during the month, the most notable of which was the assumption of command by Major Frank P. Phepper, Jr. 1/ This event was necessitated by the entrance of Lt Col Perry P. Tenaler into the Base Hospital for a much needed operation.

Among the other changes of interest was the replacement of the squadronperformance engineer, 1/Lt William T. Carter by 1/Lt Wendell B. Graham; the replacement of Intelligence officer 2d Lt Oliver L. Butner, Jr. by Captain Donald F. Allison; and the replacement of 2d Lt Gerald L. Kaplan, Alert Notification Project Officer, by Major Tom Hutchison.

Another development of importance was the decision to assign recent pilot training graduates to the squadron to serve in the capacity of third pilots. A number of the pilots in this category have already been assigned and others are forthcoming.

In his capacity as assistant operations officer Major Turri has begun to relieve Captain Walter J. Lenhenau of some of the tremendous work load involved in scheduling flight for the whole squadron. Eventually this responsibility will rest with the respective flight comman-

1/ Special Order Number 37, 308th Air Rflg Sq, dated 20 Nov 53.

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ders, and Major Samuel A. Thompson has already begun breaking in as a flight commander to meet this situation. The remaining flight commanders are Major Joseph P. Lemons and Major Paul E. Boscher.

The orderly room personnel show much brighter countenances this month as they go about their administrative duties. These bright looks are occasioned by the spacious new quarters now occupied by the orderly room, which comprises the ground floor of a building formerly used as a barracks. These new quarters are a vast improvement over the cramped quarters the orderly room was occupying temporarily in another building. The occupants report much less friction and duplication of effort as the section now has a lay-out which lends itself to a better utilization of floor space. There has been a noticeable increase in output since the move.

The 308th ABS is bursting out all over with new acquisitions this month. The orderly room is not alone in boasting new quarters, as November marked the opening of the first of the sprawling new airmen's dormitories at Hunter AFB, and the airmen from the 308th ABS were among the first five units to move in these Utopic dorms. Gone are the old open bay dormitories. The quarters boast 264 bedrooms - three men to a room. The rooms are painted in bright pastel colors with wall-to-wall windows, wash basins, and built in lockers, and every two rooms share a shower and toilet. The old Air Force was never like this.

Gone are the days of braving a cold march to the mess hall, too. Included as a component part of the dormitory is a 300-seat dining hall, completely equipped with the newest and most modern kitchen and dining

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facilities. The building has central steam heat, and will have a convenient laundry pickup point and a small Base Exchange outlet.

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Chapter II
Personnel

The following breakdown of personnel gives an indication of the strength figures of the 308th Air Refueling Squadron as of 30 November 1953: 2/

	Per Duty	N/Per Duty	Total	Sick	Lv	TDY	Total	Aggregate
Officers	76	2	78	0	3	3	6	84
Airmen	242	1	243	3	5	23	31	274

As is the case in any squadron undergoing a changeover there are many rapid changes of personnel. The 308th ARS had its full share of such changes during the month of November. To cite an example; On 1 November 1953 an airman was assigned to the 308th ARS from the 2d Bomb Wing. On 17 November 1953 said airman was reassigned and returned to the 2d Bomb Wing. On 30 November 1953 the airman's enlistment expired and he re-enlisted in the 308th ARS.

On 1 November 1953 there were 71 officers assigned to the squadron. At the end of the month there were 84 officers assigned, showing a net gain of 13 officers. The airmen showed a net gain of 21 for the month, having started with 253 airmen assigned and closing with 274.

Of the thirteen officers gained during the month nine were pilots (AFSC 1231C), 3 were navigators (AFSC 1531A), and there was one aircraft commander (AFSC 1234C).

There were four airmen discharged during the month, but two of these elected to re-enlisted and remained at the same station.

2/ Morning Reports of the 308th ARS for November 1953

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An oft heard expression in the orderly room is, "They must think that this is a d--n processing center". This remark is occasioned, of course, by the rapid egress of personnel in and out of the squadron as they seek their niche in the ever changing organization. Off-base training continues at a high level as personnel shuttle back and forth from (TWU), Advance Survival, Basic Survival, MIT, Engine Analyzer School, ect. In fact, there are crews who have yet to meet everyone assigned to that crew, simply because they are shoving off for new training just as the other member returns. However, this hectic phase of the squadron's history is fast coming to a close, as the squadron was 78% trained in one-time, annual, and monthly requirements as of 31 November 1953.

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Chapter III
Operations and Training

OPERATIONS: The month of November saw the 308th ARS move into high gear in the matter of operational training. With the return of the last two crews from HTTU at West Palm Beach, Florida the tally board showed a total of 13 complete crews present and available for training (having completed all off-base training), 4 crews designated as combat ready, 8 crews finished with the transition phase, and 2 crews undergoing transition. [3]

Although there was a high incidence of aircraft aborts during the month, due mainly to maintenance difficulties, the squadron was able to meet its scheduled requirements, and even exceeded the requirements by approximately one hour. The following flight training was accomplished during the month: [4]

Transition	122:40
Navigation	145:30
I.F.R.	77:15
Test Hops	4:40
Ferry Trips	2:35
Total	348:40

As noted above, in-flight refueling training accounted for 77¼ hours training this month. This is the first month that the squadron has engaged in actual refueling operations. In this connection, the Standboard Crew departed for Barksdale AFB, Louisiana on 15 November to have the instructor boom operators checked out by the SAC Refueling Team. The flight was accomplished on the 16th

[3] Crew Status Board: Operations Section, 308th ARS November 1953
[4] AF Form 1, Part 1 for KC 97 Aircraft of the 308th ARS November 1953

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of November, and reports emanating from the direction of Barksdale indicate that both instructor boom operators were given a very satisfactory rating. At any rate, the crew returned to Hunter on 17 November, and since that time have checked out a total of 5 boom operators in 9 IFR missions. Statistics on these 9 in-flight refueling missions are enumerated below: 5/

Wet Hook-ups	45
Dry Hook-ups	327
Gallons Transferred	37,900

The boom operators show justifiable pride in their accomplishments, and as evidence of their industriousness have recently completed binding the SOP's for boom operators in manila folders.

The Form 5 section of operations reports a more equitable distribution of the work load with the assignment of two new clerks to that section, A/2C Stephen C. Stone and A/2C Delbert E. Curtiss. MSgt Warfield welcomed the additional personnel with open arms.

INTELLIGENCE: The section suffers a severe handicap in that the Intelligence Officer has no assistants assigned to him, and the section stands still when he is called for a flight or for training. In spite of this, work goes ahead toward completing the P-2 cards.

SECURITY: Security is experiencing a similar difficulty, but has recently processed all records to determine which personnel have completed Phase I of Security Indoctrination. 6/ Those who had not completed this Phase, attended lectures, and then took an examination on security measures.

5/ Boom Operators Logs: 308th ARS November 1959.
6/ 201 Files, 308th ARS

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ALERT NOTIFICATION: Major Tom Hutchinson recently replaced 2d Lt Gerald L. Kaplan as Alert Notification Officer and has undertaken the task of re-accomplishing the complete notification file. This step was deemed advisable because of the rapid influx of personnel into the squadron and the subsequent difficulty of obtaining alert information on this group of men simultaneously.

GROUND TRAINING: As the squadron's goal is a combat ready organization, off-base training has received special emphasis. This emphasis has a two-fold goal; (1) meeting SAC Regulation 50-19 requirements, and (2) accomplishing off-base training now so that the crews will be unhindered when actual flight training begins.

Toward this end the squadron has posted a record of 90% of the personnel trained in the Altitude Chamber, Basic Survival, and in Code. Over 60% of the personnel have been trained in Advance Survival. 7/ Obviously, with this extensive training program in progress the ground training records have to be processed continuously to keep them current. As a shortage of filing cabinets exists this section has met the problem by employing packing boxes as filing cabinets until cabinets are available.

1/Lt Bernice A. DuBose recently assumed the post of Physical Training Officer for Controlled Sports. Controlled Sports, Combative Measures, and Physical Conditioning comprise the three phases of physical fitness training as covered by SAC Regulation 50-2. 1/Lt Richard D. Bund, Ground Training Officer, recently designed a new form to reflect this training and submitted it through channels for approval. The 308th Wing Director

7/ Records of Ground Training Officer, 308th AHS November 1953

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of Training submitted the form for its approval for general use by the 38th Air Division. (Ref. Appendix III)

By special arrangement with the judo instructors of the base conditioning school a total of 19 personnel from the 306th ARS were permitted to enroll in the combative measures course (Phase III) for daily instruction until the course is completed. This training requires three weeks of which two have transpired. The trainees have been seen to flex their muscles and strut somewhat since receiving the intensive training - leading the Ground Training Officer to believe that there is some merit in scheduling the course as an entity, rather than piece-meal.

It can readily be seen that the Ground Training Section is experiencing an abnormal work-load during this change-over phase. It is estimated that this load will continue for another two months, until the bulk of the off-base training schedule is completed.

FLIGHT ENGINEERS: This section also follows the norm in that it is experiencing extensive training and changes of personnel.

The original Flight Performance Engineer, 1/Lt William W. Carter was transferred to the 3rd Strategic Support Squadron at Barksdale AFB, Louisiana, and was replaced by 2/Lt Kendall H. Graham, who was formerly assigned to the 96th Bomb Sqdn., 2nd Bomb Wing.

The section is somewhat overstrength with a total of 31 Flight Engineers assigned. Three of these engineers joined the organization this month. Training opportunities abound, however, and the months tally showed 4 engineers attending MTD at MacDill AFB, Florida, 6

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men attending IFF training at the same station, 6 men completing Advance Survival at Stead AFB, Nevada with 3 incomplete, 5 men attending the Engine Analyzer training course at Chanute AFB, Illinois, 8 men receiving Engine Analyzer training on the base, and 20 men receiving training in Spark Advance. [8]

The course on the Bendix Engine Analyzer here at Hunter AFB is a recent development and should prove of great worth in more rapidly checking out the flight engineers.

NAVIGATION: This month Captain James O. Schreck replaced Captain George A. Kuhner as Squadron Navigator. Captain Schreck relates that a total of 5 navigators have met both the flight and ground training requirements of SAC Regulation 50-19, while 9 Navigators have completed the ground training requirements only under the same regulation. The section reports two men attending Advance Survival and one man attending Squadron Officers School.

COMMUNICATIONS: The communications section has the distinction of having the only tile covered floor in the new operations building. The section occupied what was originally intended to be part of the locker room, and ended up with one of the nicest offices in the building. The radiomen had completed 90% of their ground training and have started bringing the regulations concerning their section up to date. [9]

The communications section was the recipient of one of the largest quotas yet levied in the squadron. They recently received a quota for

[8] Records of Ground Training Officer, 308th AHS November 1953

[9] Ibid

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11 radio operators to be assigned to FEAF. These men have now started clearing the base. In addition, the section lost one man on a 1-36 quota.

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Chapter IV
Aircraft Maintenance and Supply

MAINTENANCE: P R O B L E M S ! - - this the maintenance division seems to have in good supply. The section is continuously plagued by shortage of parts, and this coupled with personnel inexperienced on KC-97 type aircraft make for anything but a holiday. Critical parts are now on back orders and it is hoped they will be received in the near future. As the maintenance personnel gain experience through OJT some of the sections problems will be greatly reduced. The section reports a total of 14 aborts for the month, with propeller malfunction accounting for a good percentage of these aborts. Altogether there were 4 engine cylinders replaced during the month, and one aircraft had an engine change. The section pulled a total of 26 post flights during the month. On 9 November 1953, two aircraft departed on TDY to OCAMA, Tinker AFB, Oklahoma City, Oklahoma for project "HEAVY". The purpose of this project is to receive C-97 and/or KC-97 type aircraft for accomplishment of inspection, repair as necessary, modification, flight test and preparation for delivery. While the aircraft are at Tinker the maintenance section is hopeful that some of the back tech order compliances will be completed. The Engineering Officer, Captain George A. Deuce, journeyed to OCAMA to become familiarized with their operations, and returned to Hunter much impressed with the efficiency with which OCAMA conducted their modification of aircraft.

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Plans have been approved to modify the docks which were previously used in maintaining B-29 and B-50 aircraft to fit KC-97 aircraft. Work on these docks is expected to begin shortly.

Maintenance personnel, too, are undergoing training, and the section reports that nine men attended the ITD training at Hadhill AFB, while one man attended the Analyzer Course at Chanute AFB, Illinois.

The section now has a new location, affording much more floor space and a more satisfactory floor plan.

SUPPLY: Many bright notes were evident in the report from supply this month. One Hundred Forty mattresses were received for installation in the new dormitories, along with 66 new steel quarters type desks, for installation in the same establishment. The personal equipment section has received enough B-15 jackets to supply all crew personnel and the major problems seem to have been overcome. The scarcity of headsets and water jugs remain as the outstanding supply problem, and the 308th MM has this problem under advisement.

One hundred and fifty steel wall lockers have been moved into the locker room of the new operations building. Production Control is processing a work order for the few wall lockers that have broken catches.

Supply is in the process of bringing up to date all AF 538 Forms and should complete this operation by mid-December. The section is still short many Equipment Component Lists, Regulations, Letters, and stock lists, which somewhat hampers efficient operation. Back orders for publications have been checked and are current, so this difficulty promises to be overcome shortly.

The squadron UMMAL authorization as of 30 November 1957 stands at 39497 items with 29479 on hand for a total of 74%. The plant ac-

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count (UAL) authorization as of 30 November 1953 is 2261 per item with an on hand stock level of 97.1%. The balance is 100% on back order. 10/

The personal equipment section has been undergoing a complete rearrangement under the supervision of SSC Dodridge Benson, the new NCOIC of this section. SSC Benson is a trained survival and Equipment man, and has been doing an outstanding job in the personal equipment section. For a biography on SSC Benson see Appendix I.

10/ Supply Officer records, 308th AMS, November 1953

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Chapter V
Miscellaneous

November marked the formal opening and official house warming of the spacious new operations of the 308th ARS. Through this ceremony the members of the 308th ARS proclaimed to a host of dignitaries, many visitors, and the base in general, their inordinate pride in this gem of operations buildings. To those who have experienced operating from a temporary type structure this specially designed concrete block structure is a thing of beauty and pleasure.

The opening ceremony commenced with a short speech by 2d Lt William J. Bull, after which the Squadron Commander, Lt Col Perry P. Lonzin, severed the festive ribbon spanning the entrance and ushered in a multitude of visitors headed by Brig Gen Joseph J. Mazzaro, 38th Air Division commander, Col Maurice A. Preston, 308th Bombing commander, and other wing personnel.

After a short tour through the new building, which features eight offices, a large briefing room, personal equipment and locker rooms (complete with showers), and a central heating plant with automatic control, the visitors were treated to refreshments provided by 308th ARS personnel.

A six piece orchestra from the 538th Air Force Band Detachment provided music for the occasion, and an aura of general good fellowship and happiness prevailed. The house warming continued for the major part of the afternoon, and at its conclusion opinion was unanimous that it was a fine housewarming and a fine operations building.

Once the festivities were completed efforts were begun in ernest to finish equipping the building. To date individual lockers have

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been installed in the locker room for all crew personnel and the receiving room is being readied for personal equipment to make the move to the new building.

When finished the squadron briefing room will be one of the finest. One hundred and fifty theater type seats have been received for installation in the briefing room and are awaiting installation by the AIO section.

1/Lt William F. Sepelkon, Jr. has procured a large bulletin board for use in the Flying Safety program, and Captain Kenneth A. Drover has secured two additional bulletin boards for use by the operations section. These boards are in the process of being painted, and a work order has been submitted to have them installed.

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6. Special Orders, Number 37, par 1, 308th Air Refueling Squadron dated 30 November 1953.

7. 201 Files, 308th Air Refueling Squadron Orderly Room.

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Key Personnel

Lt Col Perry P. Rensies	Squadron Commander
Major Frank L. Knepper, Jr.	Acting Squadron Commander
Major Orin W. Erickson	Operations Officer
Captain George A. Neuse	Maintenance Officer
Captain Warren J. Norinek	Base Operator Tng. Off.
1/Lt Richard D. Bund	Ground Training Officer
1/Lt James A. Nelson	Personal Equipment Officer
Captain Donald F. Allison	Intelligence Officer
Major Tom Hutchinson	Alert Notification Officer
MSG Joe D. Crook	First Sergeant

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Appendix I
Biography

Recognition goes this month to SSG Dedlight Benson, new NCOIC of the personal equipment section. Since Sgt Benson's arrival he has supervised rearranging the personal equipment room and has done a generally outstanding job.

Sgt Benson, 31, is a native of Des Moines, Iowa. After his entry into the Army Air Force in Feb., 1943. Upon his entry into the service he attended Armorers School at Buckley Field and Lowry Field, Colorado, thence to Gunnery school at Kingman, Arizona and Salt Lake City, Utah.

Benson was then assigned to a crew and phased in B-17's at Ephrata and Walla Walla, Washington. His crew picked up a new B-17 here at Hunter AFB and flew to their base at Foggia, Italy, where they completed 50 combat missions. On 4 June 1944 Sgt Benson departed from Potava, Russia bound for the United States to receive further training.

Upon his arrival in the States, Benson received another course in armament at Lowry AFB, Colorado, and became an instructor there at the completion of his training. After several months of instructing Benson transferred to Amarillo, Texas. His squadron sent him to Maxwell Field, Alabama to receive a course as a classification specialist. Upon completion of this course Benson returned to Amarillo to interview inductees and cadets.

He was discharged from the service in September 1945 and returned to Des Moines where to resume his post as manager of a theater.

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He was recalled in March, 1951 and reported to Hunter AFB, where he was assigned to the 2nd Maintenance Squadron. He was subsequently reassigned to the 96th Bomb Squadron, then to the 20th Bomb Squadron, which sent him to attend Personal Equipment School and Parachute Rigging School at Chanute Field, Illinois. Upon his return to Hunter Sgt Benson served as a runner on a select crew in the 20th Bomb Squadron until the squadron started converting into a B-47 squadron.

At that time Sgt Benson transferred to the 306th Air Refueling Squadron where we find him holding forth in the Personal Equipment room. Sgt Benson comes to the squadron with a wealth of training and background, and there is no doubt that his tenure in the squadron will be mutally satisfactory to everyone concerned.

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Appendix II

Official Opening of Operations Building

Squadron Commander Perry P. Lenzies is shown, scissors in hand, after snipping ribbon and officially opening the grand new operations building of the 308th Air Refueling Squadron. He is seen just opening the door and admitting the many visitors to the interior of this gleaming new edifice.



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Appendix II

Official Opening of New Operations Building

A group of squadron personnel are shown eagerly forcing their way into the new building. They know that beer and refreshments await inside.



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Appendix II

Official Opening of New Operations Building

Col Maurice A. Preston, 308th Bomb Wing Commander, makes a point to skeptics Lt Col Perry P. Menzies, Squadron Commander, and Major Orin H. Erickson, Operations Officer, as the disinterested third party, the band, awaits the outcome.



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Appendix II

Official Opening of New Operations Building

Major Orin H. Erickson, Operations Officer, explains a flight plan to Captain Robert L. Reiling, one of the Aircraft Commanders in the squadron. MSG Billy D. Warfield, chief operations clerk, looks on.



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APPENDIX III

Name _____

Unit _____

PHYSICAL CONDITIONING

ORGANIZATION

INCLUSIVE DATES

PASS I

PASS II

PASS III

Completion Date--Phase I _____

Completion Date--Phase II _____

Completion Date--Phase III _____

Remarks:

Form devised by 1/Lt Richard D. Rund to reflect training accomplished under SAC Reg. 50-2.

This Form has been submitted to 38th Air Division for its approval for general use.

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HISTORY

of

308TH PERIODIC MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 November - 30 November

1953

NEIL R. HUMPHREY
1st Lt., USAF
Adjutant

DOUGLAS R. SMITH
Major, USAF
Commander

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THIRTY-EIGHT AIR DIVISION
SECOND AIR FORCE
STRATEGIC AIR COMMAND

Prepared by 1st Lt. Neil R. Humphrey

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CHRONOLOGY

8 November 1953 - Major C. E. Keenan transfered to Hq 303th Bombardment Wing M. To replace Major Keenan as Commander Major D. R. Smith was transfered to this organization from the 375th Bombardment Squadron.

13 November 1953 - Major Smith departed this station for TDY to 309th Operation Squadron, 309th Air Base Group, MacDill AFB, Fla.

14 November 1953 - All available personnel attended a Character Guidance Lecture.

1st Lt. J. W. Landers assumed command during the temporary absence of Major Smith.

18 November 1953 - Football - PMS versus 304th Supply. (Score PMS 0 - 304th Supply 2)

20 November 1953 - This organization was assigned barracks 1255, so as to have the personnel more centralized.

Character Guidance Lecture for all personnel who could not attend the lecture on 14 November 1953. The attendance for this organization was 100%.

23 November 1953 - Football - PMS versus 304th MVS. (Score PMS 6 - 304th MVS 0)

24 November 1953 - The Orderly Room was moved from building 1277 to building 1222. No longer do the orderly room personnel have to put-up with the noise of the aircraft on the line.

27 November 1953 - Practice alert. (Operation plan number 250-53)

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PERSONNEL

Under the manning table presently used this organization is authorized five officers and 181 airmen. As of 30 November 1953 we had four officers and 163 airmen assigned. This gives 80% of the officers and 93% of the airmen strength. Considering authorized AFSC's, we are considerably overstrength in 43131J's, while having shortages in the following AFSC's 43133, 43151J, 43151B, 43153, 43154, and 43171J's.

During the month of November we have had 27 men transfered into the squadron and ten men transfered to other organizations. There was one officer and two airmen seperated from the Air Force.

Gains are as follows:

Twenty-two	43131J's
One	47151
One	60350
Three	43152A's

Losses are as follows:

One	1224P
One	32351F
Two	43010's
One	43134B
Three	43154B's
One	43156
One	43136

Discharges are as follows:

One	12310
One	32351F
One	32331F

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ORGANIZATION AND ADMINISTRATION

The month of November ended with the 303th Periodic Maintenance Squadron in last place in the administrative rating system that is conducted by the 303th Bombardment Wing M. The rating system is run on a three month progressive basis. This low rating is due, to a large degree, to the very poor rating received in September 1953. During September we were training new clerks and many of the records which were inspected belonged to airmen who had just transfered in from other organizations.

We have had a change of Squadron Commanders during this past month. Major C. E. Keenan was transfered to Hq 303th Bombardment Wing M. Major D. R. Smith transfered from the 375th Bombardment Squadron and assumed command on 3 November 1953.

On 27 November 1953 we had a practice alert. At the time we had three officers and 145 airmen present for duty. At 1940 hours a report for duty notice was issued by the Wing Controller. An all clear notice was issued at 2200 hours. This organization had three officers and 106 airmen report for duty. This was 73% of our present for duty strength and is a rather good percentage in that all of the key personnel are represented in these figures.

On 20 November 1953 barracks 1255 was assigned to this organization. All personnel who were living in barracks 414 (A & B Sq barracks) were moved into barracks 1255. This has alleviated our housing shortage and also has concentrated the airmen's barracks in one area.

On 24 November 1953 the Orderly Room was moved from the flight line, building 1277, to barracks 1222. This has proven to be satisfactory in that all 303th Bombardment Wing orderly rooms are now centered in the same area, but is inconvient in that we are located much farther away from where the airmen work.

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MAINTENANCE

All men who were TDY to the B-47 specialist school have returned. One 43170 and one 43171B departed for MacDill AFB, Fla. for the purpose of attending the B-47 indoctrination course. Those jet men who were available have been sent to the Jet Engine Specialist course at the MTD school located here at Hunter AFB.

The wash rack has been modified to accommodate KC-97 type aircraft. The stands on top of the wash racks have been elevated and the separations between the walls have been widened to accommodate the engines.

During the month of November we were scheduled with four KC-97 aircraft. There was one 100 hour inspection, two 600 hour inspections and one 700 hour inspection. All of these ships are still in the docks except the one which had the 100 hour inspection.

The Aircraft returned to the 303th Air Refueling Squadron was as follows:

1. Aircraft 347 was received 2 November 1953 and returned to the 303th Air Refueling Squadron 16 November 1953, after a 100 hour inspection.

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KEY PERSONNEL

COMMANDER:	Major Douglas R. Smith
SQUADRON ADJUTANT:	1st Lt. Neil R. Humphrey
MAINTENANCE OFFICER:	1st Lt. Joseph W. Landers
SUPPLY OFFICER:	1st Lt. Richard J. Wanserski
FIRST SGT:	M/Sgt. James R. Crutchfield Jr.
LINE CHIEF:	M/Sgt. Vernon C. Miller
SUPPLY SGT:	S/Sgt. Douglas R. Wilson

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TRAINING

During the month of November we accomplished the following training:

1. Forty (40) men attended the Squadron ABC lectures. This gives the squadron 100% of attendance.
2. Twenty-five (25) men attended Phase I of Security Indoctrination lectures.
3. Two (2) men fired carbines for completion of basic weapons. This brings the squadron to 100% completion on firing basic weapons.

SUPPLY

During the month of November supply has been preparing their equipment for movement from the present building, number 1231, to the new supply building, number 1208 which is located on the flight line. This move will greatly facilitate the issuance of supplies to maintenance as we will be located right in back of the docks. Luggage and linen storage is being moved to building number 1222 for convience of issuance and storage for the airmen.

The Wing Supply Officer inspected our records and manuals. It was found that many changes had not been posted. At the present time we are posting all changes and inspecting all records and manuals to insure compliance with all regulations.

We continue to turn in the last of our B-29 equipment and draw tools and equipment necessary for KC-97 and B-47 aircraft.

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HISTORY

OF

308TH FIELD MAINTENANCE SQUADRON

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 - 30 November 1953

MARTIN G. KOEHLER
1st Lt USAF
Historical Officer

RALPH H. SCHNECK
Lt Col USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by Staff Sergeant James M. Thompson

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SECURITY INFORMATION

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HOSTORICAL REPORT

The activities of the 308th Field Maintenance Squadron for the month of November 1953 covering the progress, handicaps, morale, historical events and other activities, were as follows:

PERSONNEL AND ADMINISTRATION

The personnel and administrative workload of the squadron remained heavy during the month of November in lieu of the B-47 conversion program. The extensive training schedule for B-47 and KC-97 training showed results as airmen returned from schools to duty.

In November approximately fifty airmen completed training in phases of either B-47 or KC-97 maintenance. There were 33 airmen TDY to schools as of 30 November 1953. The MTD courses were still in progress.

The majority of the personnel departing TDY during the month left for less than thirty days for familiarization courses. They did not clear the base or carry their records, therefore the processing workload for the Orderly Room lightened in that aspect.

Few airmen were lost to the strength of the organization during the month: One airmen was reassigned to the 375th Bombardment Squadron; one airman reassigned to Campbell AFB, Kentucky; One airman was separated under the "Early Out" policy; One airman was discharged by normal ETS and two by reason of hardship. There were ten airmen assigned and joined during the month from units on the base.

As of 30 November 1953 there were eight officers assigned and eight present for duty. There were 369 airmen assigned, 310 present for duty, two present not for duty, one absent sick, 23 on leave and 33 TDY.

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The 308th Field Maintenance Squadron moved into the new permanent type barracks 18 November 1953. The move considerably alleviated the crowded conditions under which the men had been living in the temporary barracks. No more than three airmen were assigned to any room. A sufficient number of rooms were assigned to NCOs of the first three grades to assure complete segregation of the NCOs from the lower grade airmen. Plenty of locker space was available in each room for three airmen. All airmen assigned to the barracks were enthusiastic in their praise of the new living conditions.

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MAINTENANCE

SUPERVISION

During the month of November administrative efficiency was satisfactory considering the increased work load and shortage of personnel.

There were two officers assigned, seven airmen assigned and seven airmen borrowed. One airman TDY. Borrowed personnel rotated to prevent working out of their AFSCs for extended periods.

Physical inventory of stock lists were completed. Planned preissue levels, and bench stock listings reviewed, corrected and published.

Transportation was satisfactory during the month.

Coordination and cooperation during the month was satisfactory.

Inspection team from higher headquarters made a visit, and listed discrepancies were presented. A review of the situation showed that; had experienced clerks and regularly assigned personnel been present a portion of the discrepancies could have been eliminated or corrected on the spot. Necessary action was taken to correct all discrepancies noted.

AERO REPAIR BRANCH

All required reports were prepared as consolidated reports from all shops and forwarded to maintenance supervision. M/Sgt Wallis returned to duty from TDY and T/Sgt Williams was released to the Hydraulic Shop.

An average of 175 airmen were assigned to this branch during the month of November with approximately fifty men on TDY and in school.

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An OJT program was set up for converting 43132's to 43131's with the coordination of ground training section. Ten men were involved in this program. A limit switch test stand has been constructed for testing switches on the IFR Boom.

A total of 300 SJR's were received and completed during the month.

Preissue and bench stock were still slow in coming in, creating an undesirable delay in return to serviceable status of aircraft accessories.

Remainder of B-29 equipment, preissues, and bench stock was turned in.

All shops reported considerable time lost awaiting transportation to the aircraft.

Coordination and cooperation between Field Maintenance Shops was considered excellent.

Morale of personnel during the month was improved by assignment to the new barracks.

POWER PLANT BRANCH

This branch was in dire need of a clerk. A 43131J was utilized to fill this vacancy. Under TO 1-D169P we were authorized one 70230 and one 70250. Much of our correspondence was typed by the clerks assigned to Maintenance Supervision.

During the month of November this branch had on an average of sixty men present for duty each day; we were authorized ninety two airmen. This included Engine Buildup, Unit Change, Tear Down, Minor Repair and Power Pack Repair.

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During the month of November this branch built up two 4360 type engines and prepared three engines for shipment. Engine conditioning completed seventeen SJR's. Unit change removed and replaced four carburators, replaced two engines, for cylinders and one dynafocal. This branch also turned in to CR& C all B-29 parts. Weware in process of setting up stations and bench stock for the 4360 and J-GE-47-25 engines.

Our bench stock level was still far from being up to our authorized level. Although bench stock was ordered it was delivered very slowly. Recommendation that a manual be issued from Second Air Force on the build up procedures of the 4360 type engine was presented during the month.

This branch was in dire need of an experienced supply coordinator.

On several occassions this branch was delayed from getting units and airmen to and from the flight line due to the nonavailability of transportation from the Sub Motor Pool.

Coordination and cooperation between this branch and other branches of Field Maintenance was excellent.

Our most outstanding problem was the need of a clerk and supply coordinator.

Although there was some confusion during the conversion from B-29 aircraft, we of this branch feel that the morale of our airmen was excellent. Some promotions in the lower grades would raise the morale of the Power Plant Branch considerably.

PROPELLER SHOP

At the beginning of November the Propeller Shop had thirteen Airmen assigned, of which two were transferred to the Instrument Shop and

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and four to the Hydraulic Shop. On the 25th of November two airmen went TDY to Hamilton Propeller Factory School.

During November the Propeller Shop received 66 S.J.R.'s, all of which were completed except ten which were put into "Suspense." Three periodic inspections were completed by this shop.

Only a very few items on the Propeller Shop Bench Stock request were received. This shop was still short many items of tools and equipment needed in performance of the assigned maintenance. Said items were on order by Technical Supply and Supply difficulty letters had been submitted.

The sub-motor pool was very cooperative in furnishing transportation to and from the line when needed, although some time was being lost getting to the aircraft due to our physical location.

It was noted that the morale of this section was not up to standard. Upon transferring of Propeller Mechanics to other career fields, propeller mechanics felt that the job which they had been trained for was "playing out" and at a time when the men were eager to learn a relatively new propeller, installation (KC-97), a Hamilton Reversible Incooperating Master Synchronazation.

Very little time off was afforded the airmen in this section, many normal off duty hours were spent "Standing By" and a heavy work load for all assigned existed.

FABRICATION BRANCH

This section had authorization for 95 men. There were 74 airmen assigned. The work load was not large enough to cause any inconveniences during November.

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There was a meeting of all NCOIC's in November to explain the importance of making the Form 98's and AF Form 326's.

The Sheet Metal Section had four each utility general purpose trailers with pneumatic wheels issued in the month of November which were very much needed.

The Parachute Shop had a modification for helmets and oxygen masks, which was their largest work load for the month.

The welding shop modified a wash rack for KC-97 aircraft in November.

The Machine Shop manufactured a turbo rack for MBU Section which will be very usefull in the installation of turbos for KC-97's.

There were no transportation problems.

There were several work orders that were held in suspension for the lack of material.

As soon as supply get supplies in they were delivered to the section which requisitioned the material.

The ceoperation and morale of the section during the month was excellent.

SUPPLY

During the month of November new consolidated custody receipts were prepared for all sections and all applicable items were transferred to the new accounts.

All excess property has been turned in by the sections and either redistributed to other sections or turned in to Base Supply.

A new ECL for the KC-97 type aircraft was received and requisitions for the additional equipment were forwarded.

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The Squadron Supply was authorized one officer and eight airmen. One officer and seven airmen were assigned and present for duty.

As of the end of November the Squadron had on hand 38,533 items of the 43,358 items authorized by the UPREAL.

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The following personnel occupied key positions of the squadron during the month of November 1953:

COMMANDER

Lieutenant Colonel Ralph M. Schneck

ADJUTANT

First Lieutenant Martin G. Koehler

SUPPLY OFFICER

Captain Ira M. James

MAINTENANCE SUPERVISOR

Major James O. Mixon

FABRICATION SECTION

WOJG Oliver Church

AIRFRAME SECTION

CWO Henry L. Gagne

POWER PLANT SECTION

Captain John F. Rutherford

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 November - 30 November

1953

Dale L. Samuelson
DALE L. SAMUELSON
Major, USAF
Commander

Walter B. Silver
WALTER B. SILVER
2d Lt., USAF
Adjutant

SECOND AIR FORCE

STRATEGIC AIR COMMAND

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Prepared by A/2C James C. Price

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CHRONOLOGY

1.	7 November	Major Sway attended SAC Conference
2.	9 November	Captain Foster and Captain Sherman returned from K-Series training conducted at Lowry
3.	12 November	Inspection by Second Air Force
4.	16 November	Lt. Colonel Cammack was reassigned
5.	17 November	Major Sway assumed command
6.	18 November	Lt. Colvin was reassigned
7.	27 November	Notification Plan was initiated
8.	31 November	Community Chest Drive completed.

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ORGANIZATION

The following is a list of key personnel of this organization.

Major Dale L. Samuelson	Squadron Commander
1st Lt. William C. Colvin	Adjutant
Major Eugene A. Sway	Maintenance Supervisor
Captain Charles T. Foster	Electronics Officer
Captain William W.MacConnell	Supply Officer

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PERSONNEL AND ADMINISTRATION

Upon comparing the strength accounting figures of the 308th Armament and Electronics Maintenance Squadron for the month of November as against those of October, an overall turnover of two officers lost and twenty eight enlisted personnel gained, was revealed.

Assigned as of 31 October 1953		Assigned as of 30 November 1953	
Officers	10	Officers	8
Airmen	175	Airmen	203

OFFICER PERSONNEL:

During the second week of the month (9 November 1953) Captain Foster and Captain Sherman returned from 3415th Tech Training Group, Lowry Air Force Base, Colorado, upon completion of an officer's course pertaining to K-Series.

Lt. Colonel Cammack, our Commander, was reassigned 16 November 1953 to 373rd Bomb Squadron, 308th Bombardment Wing, this Base. Our Adjutant, Lt. Colvin, was reassigned 18 November 1953 to 3605th Navigation Training Wing (ATRC) Ellington Air Force Base, Texas.

Major Samuelson assumed command 17 November 1953, while Lt. Egge took over adjutant duties until an adjutant was assigned.

ENLISTED PERSONNEL:

Thirty eight new men joined the organization during the month, while ten were lost. The following is a breakdown of each particular section's turnover: Gains; B-47 Gunlaying System Mechanic Section received the greatest number - twenty one, Supply - two, Weapons - Three, ECM - six, Radio - one and K-Series Mechanics - five. Losses; Two Radio Operators were reassigned to 26 Strat Recon Wing SAC, Lockbourne Air Force Base, Ohio and two Auto-Pilot personnel were reassigned to 2353 Personnel Processing

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Group (Hq Com) Parks Air Force Base, California for a shipment to FEAF. Two Auto-Pilot and one turret system men were reassigned to Lowry for Training, two weapons specialist and one radio repairman were separated from the service upon expiration of their term of service. (AFR 39-10). One weapons specialist was reassigned to 804th Operations Squadron, this Base, and one navigation technician was ordered to Lowry Air Force Base for training.

During the month 17 airmen had their duty AFSC's changed due to assignment of new duties and completion of OJT. Four men had their primary AFSC's changed after upgrading and changing of career fields necessitated by our missions with B-47 aircraft.

Airmen proficiency testing was conducted at this station during the week of 16 through 21 November 1953. This squadron had seven men who were eligible and were administered these tests.

The squadron tested its alert mobilization plan 27 November during the base alert. A limited check was completed as the squadron was not affected by the entire alert, in that we only participated in phase one and two of the alert. We obtained valuable experience from this test and were able to correct small discrepancies in our notification plan.

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MAINTENANCE

During the month of November, the peak of our conversion period, the 308th Armament and Electronics Maintenance Squadron Maintenance Section accomplished extensive changes. The Maintenance Supervisor, Major Sway, departed this station for approximately seven days to attend a SAC Conference on revision of the ECL. Before departing, Major Sway made the following assignments: Captain Foster as OIC of the Flight Line Branch and Captain Blakely as his assistant. Captain Sherman was assigned as Assistant Maintenance Supervisor with Warrant Officer Cox in charge of Special Projects and OIC of T.O. and Inspection Section. Lt. Egge was assigned as Officer in Charge of the Field Maintenance Branch.

M/Sgt Proper, after assignment to this organization, was given duties as Ground Training NCO. An additional airman was assigned to the administrative office from the Flight Line Communication Section to perform duties as a clerk. At present three clerks are assigned to this section. In the loss column, two airmen departed this section during the month, PCS to Lowry Air Force Base, Denver, Colorado, for technical schooling on A-5 Fire Control System and K-Systems.

The 308th Armament and Electronics Shop Section was visited by Second Air Force Inspectors on 12 November 1953. As a result of the inspection, changes were made in the Maintenance Section and the Flight Line Branch was re-organized according to 2 AFMW 471, dated 6 November 1953, for allocation of additional space which will be needed under the new system. Problems encountered by other organizations and solutions utilized in their experience were obtained during the visit.

S.O.P. changes are being processed by the Maintenance Supervisor on Flight Line and Field Maintenance Branch. In addition, new SOP's are in

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the process of completion,. Changes were made in the submission of the form 98. The Field Maintenance Branch previously was submitting one Form 98 for their entire unit. The Field Maintenance Branch now submits one Form 98 for each section within the unit.

A large organizational chart was constructed and placed at the entrance of the Maintenance Shop reflecting the functional grouping of the personnel in their respective duty sections. In addition, a large sign, depicting the 308th Armament and Electronics Maintenance Squadron, was constructed by the 308th Field Maintenance Squadron and placed above the entrance to T-1206, just inside the hanger proper.

PRODUCTION CONTROL:

During the month of November 1953 the Unit Control Branch issued approximately 500 work orders, 250 of which were to the communications section. Numerous work orders were processed for work and material concerning maintenance of B-47 and KC-97 aircraft.

During November Unit Control inaugurated a system for the pick up, issuance and filing of the Navigators and Radio Operators reports made out by the tactical squadrons. This entails a daily trip to all tactical squadron operations, to pick up the report which enable the A&E Maintenance personnel to keep an accurate record of trends in malfunctions of equipment.

The work orders filing cabinets were custom built into the dispatch desk reducing the time needed to file work orders daily. An improved peg out board was manufactured which will enable Unit Control personnel to keep a more accurate account of personnel status.

FIELD MAINTENANCE:

A moderate amount of work orders began to be processed by Radio, Navigation and Test Equipment Shops using new mock-ups and work areas for

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the first time. Work on wiring and locating mock-ups was carried forward as parts on back-orders arrived. All work benches and mock-ups boxes were completed by the woodmill and set up by the shops. Lack of power outlets is holding up wiring in all shops at the present time. Power outlets can be improvised to perform maintenance until such time as permanent installation can be made.

Acting on complaints regarding inadequacies in the Test Equipment ECL, NCOIC's of the various shops collaborated to submit recommendations for additions and revisions which the Maintenance Supervisor was to take to Offutt Air Force Base for approval.

A new stock level on tubes was submitted to supply, as were Supply difficulty letters on the following items:

F-1	Autopilot		
	Connector	8850-330770	18 Nov 53
	Indicator M-2	2234-12010-23C	18 Nov 53
ARC-27	Wattmeter ME-27	7CAC-530900	23 Nov 53
ARN-14	Junction Box J-229	7CAC-457006	23 Nov 53
APN-1	Connector	8850-297870	23 Nov 53
	Altitude Ind.	ID-14 1660-212604560	23 Nov 53
APN-11	Trans-Receiver RT-93	1660-218993716	23 Nov 53
	Connector	8850-162250	23 Nov 53
	Adapter	6400-000352	23 Nov 53
APN-12 & 76	Trans-ReceiverRT-11	1660-218993150	24 Nov 53
	Connectors	8850-101200	24 Nov 53
	Breaker	3360-070500513	24 Nov 53

Status of Field Maintenance mock-ups is as follows:

K-Systems

One mock-up approximately 70% complete, 1 approximately 5%. When cable arrives, the computer section can be placed in operation, without a periscope or co-ordinate converter. With addition of JB-438, ID-218A, and F-67

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components, the radar portion will be ready for operation. A minimum amount of test equipment to operate the mock-up has arrived.

ARC-27	95% complete, except for power wiring	
ARN-6	70% complete.	All equipment on hand, has not been mounted.
AIC-10	30% complete.	Allcomponents received.
ARN-14	90% complete.	Ready to operate, without test junction box J-229.
ARN-18	15% complete.	
APG-32	90% complete.	Set will be operative when connectors arrive and permit fabrication of cables.
F-1 Auto-Pilot	90 % complete.	Lacks master direction indicator and single channel amplifier, along with two cannon plugs. Components on back-order two months.
APN-1	75% complete.	One indicator and three cannon plugs missing.
APN-11	10% complete.	Trans-Receiver missing.
APN-68	Use doubtful.	No equipment received.
APS-42	Mock-up wired.	No equipment received.

In addition to the single authorized mock-up, construction of another ARC-27 mock-up is being considered in accordance with reports from MacDill of heavy work loads on this equipment.

Due to the recent move of Ground Training from the administrative section, to the Maintenance Shop Ground Training Section, it was necessary to establish new quarters and furnishings for this section. This was accomplished with coordination from the Maintenance Supervisor. Nine student arm chairs and three folding chairs, two desk and a typewriter were accumulated. The new quarters was provided by utilizing the shop power room.

Classes of instruction were discussed in two meetings of this section with the Technical Representatives. The meetings were conducted by the Squadron Commander. Topics of discussion were as follows:

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FIRST MEETING:

To formulate plans and policies for training programs.

SECOND MEETING:

Various phases of training. A future meeting is scheduled and will be held soon, it will be a final meeting to establish concrete training programs. Weekly meetings will be held.

Although training in this squadron has no t taken formal operation, an abundance of OJT has been conducted in the various sections.

MTD is now is full swing. 2328 manhours for this month were expended. The course of instruction and hour break down are as follows:

Radio 640 hours
Radar 100 hours
K-System 180 hours
Auto Pilot 180 hours
Basic DC 400 hours
Management 40 hours
Security 172 hours
Bomb Release 216 hours

Character Guidance Information & Education Lectures were conducted as normal for the month of November. No ABC training was accomplished.

FLIGHT LINE MAINTENANCE:

Personnel changes in this section during the month of November were as follows: Captain Charles T. Foster was assigned as OIC of Flight Line Maintenance and Captain David H. Blakely assisting him as Maintenance Officer. M/Sgt Metz became Navigation Section Supervisor as S/-gt Isaac was transferred to Field Maintenance Section. T/Sgt Cable was assigned A-5 Gunnery Section Shop Supervisor as M/Sgt Taylor was transferred POS to A-5 school.

Organizational and functional charts, technical order familiarization charts, technical order compliance charts, personnel status and sign out boards have been completed. Lists have been posted in each shop indicating shortages of items required for the completion of mock-ups. Notification

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Historical records were prepared and are being maintained on each assigned aircraft by the shop supervisors. Supervisors brief the specialist prior to his departing the shop on a work order and again brief the specialist on his return to the shop, to determine the extent of the malfunction, corrective action taken and.or any other information necessary for a complete historical record pertaining to the system installed.

Shops Supervisors were relocated and made a part of Unit Control as outlined in 2AFMW 471 letter.

Proposed changes to the present ECL regarding test equipment were prepared and submitted to the Maintenance Supervisor's office.

Forty three new work benches were received and placed into service.

SUPPLY:

Supplies relative to the conversion arrived at a slackening rate during the month of Nov mber. Supply personnel made follow-ups on equipment that had been back ordered by Base Supply. Follow-up letters on equipment which is critical and may effect the mission of the wing, continued to be submitted to the Wing Director of Material. While vouchers on material, no longer required to fulfill the mission and on back-order, were cancelled after careful screening.

Transportation continued to be the primary problem of this section. Problems of this nature were especially noted in the difficulty in obtaining transportation between building 1206 and our storage building 1405. This problem caused a loss of many man hours in storing rquipment which is not essential to operations but is required for mobility.

This section lost one man during the month; A/2C Charles Yates, who was discharged under the authority of AFR 39-13,(Hardship Discharge)

AF Form 538 (Clothing Form) were inspected and brought up to date.

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Additional care was taken in this project; field jackets and barracks bags were issued in accordance with AFR 67-81.

Approximately 90% of the equipment not applicable to B-47 and KC-97 aircraft, and overage to the need of the squadron, have been turned in to Base Supply. The remaining surplus is scheduled for submission during the comming month.

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MONTHLY HISTORICAL REPORT

for

308th Medical Group
308th Bombardment Wing H

Strategic Air Command

November 1953

Hunter Air Force Base
Savannah, Georgia

Prepared by

JAMES F. HOLLAND
1st Lt, USAF(MSC)

Approved:

DONALD M. HERBERT
Major, USAF(MC)
Commander

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Chapter I

MISSION

There was no change in the primary and secondary mission of the 308th Medical Group during the month of November 1953 over that reported for the previous month.

Chapter II

ORGANIZATION AND ADMINISTRATION

Organization and administration of the group remained the same for this period as reported during the month of October 1953.

Chapter III

PERSONNEL (1)

Strength figures for the 308th Medical Group for the last day of October and the last day of November 1953 are given for purpose of comparison:

31 October 1953 (2)

	For Duty	N/F Duty	Total	Sk	Lv	TDY	Confn	Total	Aggregate
Officers	13	1	14						14
Airmen	91		91	1	4	2	1	8	99

30 November 1953 (3)

Officers	15	1	16			1		1	17
Airmen	88		88	1	3	3	1	8	96

Four officers, two Medical Corps and two Dental Corps, were reassigned during the month from the 2d Medical Group, 2d Bomb Wing, this

(1) Unless otherwise indicated, contents of this chapter was obtained from Morning Report of 308th Med Gp, 308th Bomb Wing for Nov 53.
(2) Morning Report, 308th Med Gp, 308th Bomb Wing, 31 Oct 53.
(3) ibid 30 November 1953.

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base. This brings the assigned strength of Medical Corps officers up to a total of five as compared with an authorization of nine. Total Dental Corps officers assigned is now three which makes a 100% manning in this field.

One Air Force Nurse, 1st Lt Ann M. Cichetti, was reassigned to the 2353d Personnel Processing Squadron, Parks AFB, California for further reassignment overseas. This loss reduces the AF Nurses strength to eight but two additional nurses have been requested for reassignment from the 2d Medical Group, this base. In the event these officers are reassigned the unit will be fully manned in this specialty.

Since the October 1953 report there has been no change in the number of Medical Administrative officers assigned.

One Medical officer, 1st Lt Frank G. Gatchell, was promoted to the grade of Captain.

Major Roy R. Patterson, MC, spent a three day period of TDY at MacDill AFB, Florida, for the purpose of receiving indoctrination in the medical problems encountered by personnel in the operation of B-47 aircraft. One nurse, Capt Margaret F. McLaughlin, departed on approximately 45 days TDY to USAFSAM, Gunter AFB (AU), Alabama for the purpose of attending Class 530, Flight Nurse Course.

One airman was assigned and joined from the 804th Motor Vehicle Sq, 804th Air Base Group, this base. One airman was reassigned to the 2349th Personnel Processing Group, Parks AFB, California; one airman reassigned to the 1703d Aerial Transport Group, Brookley AFB, Alabama, and two were reassigned to the 2225th Personnel Processing Group, Camp Kilmer, N.J.

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There are no civilian personnel assigned or attached to the group.

Chapter IV

OPERATIONS

During the month operations of the group were centered around the operation of the fixed medical facility at Hunter Air Force Base, Savannah, Georgia. The USAF Hospital, at this base, is operating 125 active beds and affords inpatient and out-patient treatment facilities for base military personnel assigned to the 304th Air Base Group, 308th Bombardment Wing H, 2d Bombardment Wing L, and other specialized units. Full medical care is afforded dependents of base military personnel and locally resident dependents of other military personnel. At present six hospital wards are in operation. Three of these wards are for medical and surgical military patients; one ward for convalescent military patients; one ward for medical and surgical dependents patients and an obstetrical ward. At the end of the reporting period, 53 of the operating beds were occupied, 36 of which were military patients and 17 were dependent patients. During November 1953, the obstetrical service handled 45 deliveries (1). The out-patient service completed 210 complete physical examinations, 3692 immunizations of various types, and rendered 6594 treatments on the dispensary and clinical services to military personnel and their dependents (2). Sick call for flying personnel continues to be held by respective squadron flight surgeons in the flight line area.

(1) Beds and Patients Report, RCS: AF-312, USAF Hospital, Hunter AFB, Ga, for month of November 1953.
(2) Out-Patients Report, RCS: AF-3, USAF Hospital, Hunter AFB, Ga, for month of November 1953.

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Chapter V

TRAINING

The military or ground training of the group was carried out under the provisions of applicable training directives (1). Technical training in individual specialties was carried out in the practical phase by the assignment of personnel to duty with departments and/or sections within the organizational structure of the fixed medical facility. Special emphasis was placed upon the qualifications and progressive training of personnel assigned to the tactical support elements of the group (2).

Group lectures in character guidance were conducted by the Base Chaplain for all personnel. The Base Commander reviewed the group during the monthly troop formation and a stand-by inspection was conducted for all airmen residing in the airmen's quarters. Special emphasis continues to be placed upon wearing of the proper uniform.

Chapter VI

MAINTENANCE AND SUPPLY

With the assignment of all elements of the group to the home base during the month maintenance of tactical medical equipment presented no problem. There were no major maintenance problems involving medical equipment of the fixed facility nor of buildings in use by the unit.

The Air Force Specialized Depot, Topeka, Kansas, advised that shipment of equipment for the infirmary, 36 bed, air transportable could be expected within the next 120 days. This item comprises approximately 7% of the authorized medical equipment of the group and with it the

(1) SAC Reg 50-2; SAC Reg 50-2, Supplement II, and November 1953 Master Ground Training Schedule, 308th Bomb Wing.
(2) SAC Manual 160-1.

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proup will be in a position to support the tactical elements of the wing during any place of operation.

Chapter VII

MORALE AND RECREATIONAL ACTIVITIES

Athletic teams of the unit remain active in the fields of touch-football, basketball and bowling. Morale of the unit is considered excellent. Airmen attended a squadron party during the month held in the day room. All personnel partook of the traditional Thanksgiving dinner in the hospital dining hall which was appropriately decorated for the occasion.

Chapter VIII

MISCELLANEOUS

Glossary

Abbreviation	Meaning
N/F	Not for
Sk	Sick
Lv	Leave
TDY	Temporary Duty
Confn	Confinement
MC	Medical Corps
USAFSAM	United States Air Force School of Aviation Medicine
AU	Air University
Sq	Squadron
AFB	Air Force Base
USAF	United States Air Force
M	Muslim

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Abbreviation	Meaning
RCS	Reports Control Symbol
SAC	Strategic Air Command
Reg	Regulation
PCS	Permanent Change Station
c/o	Care of
Tech	Technician

Bibliography

Morning Reports of the 303th Medical Group, 303th Bomb Wing for 31 October 1959 and for each day of November 1959.

Beds and Patients Report, RCS: AF-MED, USAF Hospital, Hunter AFB, Ga., for month of November 1959.

Out-Patient Report, RCS: AF-MED, USAF Hospital, Hunter AFB, Ga., for month of November 1959.

SAC Manual 160-1.

SAC Reg 50-6 and SAC Reg 50-8, Supplement II.

November 1959 Master Ground Training Schedule, 303th Bomb Wing.

Key Personnel

The following were key personnel of the 303th Medical Group at the end of November 1959:

Major Donald N. Kennett	Commander and Wing Surgeon
Major Roy R. Patterson	Deputy Commander
1st Lt James W. Holland	Adjutant and Supply Officer
Major Edwin Kenbright	Dental Surgeon
Captain Margaret M. Sucko	Chief Nurse
Captain Frank G. Gabehall	Chief Surgical Service

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APPENDIX I

Personnel (1)

Incoming Personnel (P.C.S.)

Four officers assigned from 2d Medical Group, 2d Bomb Wing, this base:

Feder, Paul J.	Major	Dental Corps
Onofrio, Richard C.	Capt	Medical Corps
Golden, James T. A.	1st Lt	Dental Corps
Mandanis, John P.	1st Lt	Medical Corps

One airman assigned from 804th Motor Vehicle Sq, 804th Air Base Group, this base:

Grimes, Willie J.	A/2c	Driver

Outgoing Personnel (P.C.S.)

One officer reassigned to 2353d Personnel Processing Sq, 2349th Personnel Processing Group, Parks AFB, California for further reassignment to 5403d Personnel Processing Sq, APO 959 c/o Postmaster, San Francisco, Calif:

Cichetti, Ann M.	1st Lt	Nurse Corps

One airman reassigned to 2353d Personnel Processing Sq, 2349th Personnel Processing Group, Parks AFB, California for further reassignment to 1500th Medical Group, MATS PAC, Hawaii:

Henry, Carl P.	A/1c	Dental Tech.

Two airmen reassigned to 2266th Personnel Processing Sq, 2225th Personnel Processing Group, Camp Kilmer, N.J., for further reassignment to 7551st Personnel Processing Sq, APO 193, c/o Postmaster, N.Y., N.Y., for assignment within 7th Air Division.

(1) All data for this appendix obtained from Morning Reports, 300th Medical Group, 300th Bomb Wing for November 1953.

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Mixon, Carl	S/Sgt	Dental Tech
Miles, Isaac A.	A/2c	Dental Tech

One airman reassigned to 1703d Aerial Port Sq, 1703d Aerial Transport Group, Brookley AFB, Alabama for further reassignment to 72d Strategic Recon Wing, APO 845, c/o Postmaster, N.Y., N.Y.:

Parsley, Garland E.	A/2c	Personnel Clerk

Promotions

One officer promoted from 1st Lt to Captain:

Catchell, Frank G.	Medical Corps

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308TH IN THE NEWS

308th ARS Move Into New Building

The 308th Air Refueling Sq. moved in to their new Operations Building officially last week, following an opening ceremony presided over by Brig. Gen. Joseph J. Nazzaro, 38th Air Division commander, and Col. Maurice A. Preston, 308th Bomb Wing commander.

After a speech by 2d Lt. William J. Bull, assistant squadron adjutant, Colonel Preston cut the ribbon and General Nazzaro stepped through the doors of the recently completed structure, marking the official opening.

Move to the new building was a vast change for the Operations Section. Headed by Major Orin H. Erickson and MSG Billy B. Warfield, section personnel had been occupying cramped quarters.

The new building is a sprawling, spacious structure with eight offices and a large briefing room, all flourescent lighted and warmed by a stoker furnace with automatic heating control. An intercom system will be installed.

The building is located on the flight line on the south side of the Base near Base Operations.



THE NEW 308th ARS Operations Building, which the Air Refuelers moved into last week. The new building is located on the flight line near Base Operations. It was opened in a ceremony presided over by Brig. Gen. Joseph J. Nazzaro, 38th Air Division commander. (USA FPhoto)

ABOVE ITEM APPEARED IN THE HUNTER HERALD
(BASE NEWSPAPER) 16 NOVEMBER 1953

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HISTORY



308th Bomb Wing (M) Jet
Hunter Air Force Base
Savannah, Georgia
DECEMBER 1953





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Cover - Signifies the arrival of the first B-29 type aircraft to be assigned the 308th Bomb Wing. Portrait of Brigadier General H. A. Preston, Wing Commander, shown by control tower with civic leaders from Guampah shown in front of tower signifies the appreciation of the Commander and the importance of the arrival by affording these civic leaders a personal view of this aircraft. Portrait in lower left is S/Sgt Charles A. Irvin, Crew Chief of the aircraft. Portrait shown above aircraft is Captain Capt J. Wetmpister III, Aircraft Commander.

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RESEARCH INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH

KWG-308-HI (Bomb)
DEC 1953

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HISTORY

OF

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Auth: GO 308th Bomb Wg
27 Jan 54 Nelson
Date Int.

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

— FOR —

December 1953

M. A. PRESTON
Brigadier General, USAF
COMMANDER

Organizations Assigned

308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Refuel Sq
308th Per Maint Sq
308th Fld Maint Sq
308th Armt & Elect Maint Sq
308th Medical Group

CHARLES R. NELSON
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY S/Sgt John Sonovich

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

1 December - 308th Bombardment Wing Notification Plan published.

2 December - Colonel Preston attended Second Air Force Commanders Conference at Ramey Air Force Base, Puerto Rico.

Wing Regulation 20-1 published.

9 December - Supply Inspection conducted by Second Air Force Inspectors.

10 December - Wing Regulation 39-1 revised.

11 December - Wing Regulation 11-5 published.

12 December - Emergency Unsatisfactory Report submitted to Oklahoma City Air Material Area on Auto-Pilot Clutch Switch Assembly.

Wing Review conducted.

14 December - Lt. Colonel Giles B. Avriett appointed Director of Materiel vice Lt. Colonel Henry A. Hudson.

15 December - Colonel K. A. Preston promoted to Brigadier General.

Two AC-97 aircraft departed to Oklahoma City Air Material Area for modification.

18 December - Five AC-97 aircraft departed to Warner Robins Air Material Area for weight and balance inspection.

22 December - Wing Logistics Officer attended conference at Second Air Force.

24 December - Messages received from Strategic Air Command and Second Air Force pertaining to wearing of the uniform while on a military reservation.

25 December - Christmas Day observed as a holiday.

28 December - Department of the Air Force Special Order 261 ordered General Preston to Barksdale Air Force Base to assume command of 4th Air Division.

29 December - TWX received from Second Air Force pertaining to utilization of 2d Lt. as third pilots on KC-97 aircraft.

31 December - First B-47 aircraft received.

408:50 hours flown by 308th Wing during December.

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CHAPTER I
ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION

The announcement of Colonel R. A. Preston's well deserved promotion to Brigadier General on 15 December highlighted all other 308th Bomb Wing events for the month. 1 / 2 / Brigadier General Joseph J. Lazarro, Commander 38th Air Division presented General Preston with his stars on the afternoon of 15 December 1953. 3 / Before the day had ended, a large number of telegrams, phone calls and in-person calls were received congratulating the general on his promotion. 4 / 5 / Several articles and pictures appeared in the base and local newspapers. 6 / The only note of gloom to enter the wing wide pleasure over this event was sounded by the general's secretary who, looking with horror at the stacks of mail over flowing her desk, exclaimed "I'm glad this doesn't happen every day!"

Having a General as Wing Commander made the whole wing walk with a swagger. However, this feeling didn't last long for on 28 December 1953, Department of the Air Force published Special Order 251 ordering General Preston to Barksdale Air Force Base, Louisiana to assume command of the 4th Air Division in mid-January. 7 / Colonel John F. Batjer, Deputy Wing Commander, will assume command of the wing.

1 /SO 243, DAF, 15 Dec 1953, par 1. (Exhibit #1)
2 /Portrait, Brig. Gen. R. A. Preston, Cmdr, 308th Bomb Wg. (Exhibit # 2)
3 /Photo, Brig. Gen. R. A. Preston and Brig. Gen. J. J. Lazarro (Exhibit # 3)
4 /Radnote, Hq 2 AF to Cmdr 308BW, 16 Dec 1953 (Exhibit # 4)
5 /TWX, Hq USAF to Cmdr 308BW, 15 Dec 1953, 47834. (Exhibit # 5)
6 /Hunter Herald (Hunter AFB) Dec 1953 and Savannah Evening News (Savannah, Ga.) 15 Dec 1953 (Exhibit#6)
7 /SO 251, DAF, 28 Dec 1953, par 3. (Exhibit # 7)

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A 308th Bomb Wing review was conducted on 12 December with two members of the wing receiving the Distinguished Flying Cross. [8] [9] [10] [11]

On 2 December 1953, Colonel Preston departed for Ramey Air Force Base (AFB), Puerto Rico to attend a Second Air Force commanders conference. Colonel John P. Batjer assumed command of the wing. [12] Colonel Preston returned and reassumed command on 7 December 1953. [13]

Two messages pertaining to wearing of the uniform were received 24 December from Second Air Force and Strategic Air Command (SAC). Designed to give the uniform more prestige, these messages withdrew the privilege of wearing civilian clothing off duty except when in quarters, off base or en route off base. While no one made official comment, informal reports of the reaction among both officer and enlisted personnel indicated a far from cordial attitude toward this directive. [14] [15]

The wing published one revised and two new regulations during December. Organization of the Directorate of Personnel was included in Wing Regulation 20-1. Wing Regulation 11-5 concerned procedures to be followed in event of an unscheduled visit of VIP's. [16] [17] The personnel section revised its regulation 39-1 concerning flying status of non-crew members. [18]

8 /Newspaper Article : Hunter Herald (Hunter AFB) Dec 1953 (Exhibit #8)
9 /Photo, Airman receiving DFC, 308th BW review, 12 Dec 1953 (Exhibit #9)
10 /"Ibid" (Exhibit # 10)
11 /Photo, Reviewing Off, 308BW review, 12 Dec 1953 (Exhibit # 11)
12 /GO 59, Hq 308BW, 2 Dec 1953 (Exhibit # 12)
13 /GO 60, Hq 308BW, 7 Dec 1953 (Exhibit # 13)
14 /TWX, Hq 2AF to 38 AirDiv, 2AFOS 3052, 24 Dec 1953. (Exhibit # 14)
15 /TWX, Hq SAC to 38 Air Div, SA 49099, 24 Dec 1953. (Exhibit # 15)
16 /308BW Reg 20-1, 2 Dec 1953 (Exhibit # 16)
17 /308BW Reg 11-5, 11 Dec 1953 (Exhibit # 17)
18 /308BW Reg 39-1, 10 Dec 1953 (Exhibit # 18)

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As a result of Lieutenant Colonel Henry P. Hudson's being ordered to Parks Air Force Base, California pending shipment to Far Eastern Air Force, there was one change in key personnel during the month. Lieutenant Colonel Miles C. Avriett was appointed as Director of Materiel vice Lt. Colonel Hudson. 19/

Because of the holiday season movement of the 373d Bomb Squadron, 374th Bomb Squadron, 375th Bomb Squadron, 308th Headquarters Squadron, 308th Periodic Maintenance Squadron and 308th Armament and Electronics Maintenance Squadron into the new airmen dormitories, scheduled for late December, was postponed until early January.

With the holiday season in view and anticipating that a large number of personnel would desire leave, the Wing Adjutant's Section published a letter outlining procedures to be utilized by Squadron Commanders and Staff Directorates in authorizing leaves. Emphasis was placed on insuring that not more than 25 per cent of Squadron personnel would be on leave at one time. For personnel not desiring leaves a very lenient duty schedule was observed on the Christmas and New Year's Eve weekends.

19/GO 61, Hq 308 BW, 14 Dec 1953. (Exhibit # 19)

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CHAPTER

II

PERSONNEL

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PERSONNEL

During the month of December 1953 the wing was again required to place continual emphasis on assigning young second lieutenant pilots to combat crew duties. For the second month in succession directives were received from higher headquarters implementing strict enforcement policies in regard to this subject. Toward the latter part of the month Second Air Force forwarded a message to this base demanding in effect that each second lieutenant throughout Second Air Force be assigned to either a KC-97 or B-29 crew in a co-pilot or third pilot position unless a surplus of second lieutenant pilots exists. 20/ In order to comply with the intent of this directive the wing required an additional five second lieutenants, which have been requested from higher headquarters. It is felt this new policy is very constructive in nature as it should accomplish (1) the release of more experienced pilots for (a) aircraft commander duties on KC-97 aircraft (b) pilot duties on B-47 aircraft (c) ground support positions, once a second lieutenant is checked out as a co-pilot; (2) It will enable the Air Force to have more experience among its younger pilots; (3) It will satisfy the desire of these younger pilots to fly, which was their original intent upon entering the Air Force.

Another cause of great concern during the month was the completion of the SAC Form 169 which is a biographical data sheet on Pilot-Aircraft Observers Bombardiers, required in conformance with SAC Regulation 35-10 which was recently revised. This form replaced the old

20/ Ltr, Hq 2AF to 38th AirDiv, 2AFPO 3199, 29 Dec 1953. (Exhibit # 20)

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S.C Form 36-10A and indicates all pertinent facts concerning this "valued" crew member. The Wing has assigned 66 Pilot-Aircraft Observers Bombardiers (P-AOB) and encountered some difficulties in the completion of the SAC Form 169, but by the 20th of the month 53 had been forwarded to Headquarters SAC and explanations were given for not forwarding the remaining 13, mainly officers being on temporary duty (TDY) to B-47 Combat Crew Training Schools (CCTS). 21 / Looking back over the month of December, it was pregnated with nominations for projects, filling of school quotas, nominations for school quotas and reassignments. The prominent school quota filled during the month was the Air Command and Staff School, Squadron Officer Course for which the Wing had four officers selected. It was necessary to request substitution for two officers as they were members of B-47 combat crews that were among the first to be checked out. This authority was granted and the Wing utilized a spare pilot and navigator from the Air Refueling Squadron. Nominations for school quotas during the month included one principal and one alternate for the following: Strategy and Logistics Course at Naval War College, 22 / Command and Staff Course at Naval War College, 23 / and Command and General Staff College at Fort Leavenworth, Kansas. 24 / In addition the Wing was required to nominate seven

21 / Ltr, Hq SAC to 38th AirDiv, "SAC Form 169,Rpt of Pilot-Observers 7 Dec 1953, DPPCC
22 / TWX, Hq 2AF to 38th AirDiv, 2AFPGB 2261, 17 Dec 1953
23 / "Ibid"
24 / TWX, Hq 2AF to 38th AirDiv, 2AFPGB 2260, 17 Dec 1953

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officers for possible attendance at Squadron Officer Course Air Command and Staff School at Maxwell AFB, Alabama. 25 / During the month approximately 25 diversified type projects were received for possible reassignment of personnel from recruiting type duty to assignments with Military Assistance Advisory Group in Indo China. The Wing received a total of three zone of interior quotas and four overseas quotas for airman personnel during the month. Of prime concern to the Wing was a quota to reassign all aircraft engine specialists to 8th and 15th Air Force. 26 / Approximately 20 airmen were nominated for this quota, but to date no firm reassignment instructions have been issued. This type of personnel could be effectively utilized by this organization in that this type personnel could be trained into the jet engine mechanic career field and be very beneficial to the Wing. Another quota that caused a great deal of concern was for seven aircraft engine mechanics and three personnel clerks to be nominated for possible reassignment to the 72d Strategic Reconnaissance Wing, Ramey AFB, Puerto Rico. 27 / Seven aircraft mechanics and three personnel clerks were nominated to 38th Air Division, however only four mechanics were considered to be eligible for this shipment. Further word was not received concerning this quota as the month ended.

25 /TWX, Hq 2AF to 38th AirDiv, 2AFPGB 2855, 17 Dec 1953
26 /TWX, Hq 2AF to 38th AirDiv, 2AFPLE 2911, 23 Dec 1953
27 /TWX, Hq 2AF to 38th AirDiv, 2AFPLE 1835, 14 Dec 1953

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The promotion quota for airmen for December was received during the first part of the month. The quota consisted of the following breakdown: master sergeant - two; technical sergeant - five; staff sergeant - 16; airman first class - 21; and airman second class - 34. The policy of command wide vacancies for promotions has resulted within the wing of several key Non Commissioned Officers being stagnat. For example, the personnel career field has been closed for technical and master sergeant for the past six months. It is felt this policy is slowly creating a definite morale problem. Personnel tend to adopt the idea there is"no use in giving it their all"as the quota for top three graders are so small, and usually filled by personnel with long time in grade.

Certain officer career fields remained under-manned during December. Photo interpretor lingered as critical during the month with only one officer assigned performing this duty within the Wing. One officer for this career field has been on requisition and is scheduled for assignment next month and another has been requisitioned for April 1954. During the month of December the wing retained its need for officers qualified in munitions and special weapons career fields. This need should be liquidated next month providing officers on requisition are assigned to the Wing. Armament systems officers which have heretofore been hovering around the critical point managed during the month to rise above the 50 per cent manned mark, with at least one more officer scheduled for assignment in January 1954.

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The 308th Air Refueling Squadron's personnel strength during the month continued to expand to the point where strength finally equaled the authorization for officers and was over strength in airmen personnel.

MANNING

Officers: Body manning for the month of December increased three per cent over the month of November bringing December to 99 per cent. Effective manning for November had been 87 per cent increasing in December to 92 per cent. Shortages in certain technical career fields, such as Photo Interpretors, Armament Systems, Flight Test Maintenance, Production Control, and Medical Specialists prohibited the Wing from obtaining a higher percentage in effective manning. It is anticipated that officers effective manning will increase in the ensuing months providing officer requisitions are fulfilled by higher headquarters.

Airmen: Body manning for December increased to 105 per cent compared to November's 101 per cent, and effective manning increased to 48 per cent as compared to 40 per cent in November. It is anticipated that effective manning for airmen will increase during the ensuing months, provided the Wing is furnished technically qualified personnel for some key positions at the 70 and 71 skill level.

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Manning in critical career fields was as follows: 28 /

Career Field	Body Manning	Effective Manning
20 (Intelligence)	93 %	54 %
321 (Bomb Navigation Systems)	24 %	5 %
323 (Gun Laying Systems)	220 %	17 %
40 (Intricate Instrument Repairmen)	51 %	37 %
42 & 43 (All aircraft mechanics)	118 %	38 %

Authorized and assigned Personnel as of 31 December 1953. 29 /

Unit	Officers		Airmen	
	Auth	Asgd	Auth	Asgd
308th Hq Sq	45	59	106	121
308th Air Aflg Sq	85	85	229	288
373d Bomb Squadron	66	61	106	146
374th Bomb Squadron	66	64	106	123
375th Bomb Squadron	66	59	106	126
308th AC&W Maint Sq	13	11	337	226
308th Fld Maint Sq	7	8	349	394
308th Per Maint Sq	5	4	181	168
308th Medical Group	27	17	98	99
	380	368	1618	1691

28 /Report, "Off & Airmen Personnel Status" Dec 1953, 308th Bomb Wg.
29 /"Ibid"

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GAINS AND LOSSES

Gains and losses of personnel for the month of December 1953 indicated a definite decrease in gains and a very marked decrease in losses, as compared with the month of November. Total gains for the month were 128 and total losses 55. Officers gained during the month - seven; lost - six. November officer gains and losses were 22 and 17 respectively. Airmen gained during December - 121, lost - 49. November airmen gains and losses were 155 and 61 respectively. The airmen gained during the month were mainly maintenance personnel. Stability among officer personnel has become more prominent with each passing month and it is hoped it will continue in future months.

CLASSIFICATION

During the month a further change was received concerning the Officers and Airmen Personnel Status Report. The change was invoked upon receipt of an Air Force dewey decimal letter. 30 / The main difference between the personnel status reports submitted for November and December was that a utilization Air Force Specialty Code (AFSC) was indicated in the December report. This report with the changes made in the past two months has come to reflect a more accurate and complete picture of personnel assigned the wing.

30 /Ltr, DAF, 5 Nov 1953, "Reporting & Assigning Airmen by Utilization AFSC" AFPP 353.

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During the month of December only 36 requests for declassification were processed which indicated a downward trend in classification as compared with previous months. It is anticipated that re-classification will increase next month due to the receipt of Tables of Organization Conversion lists which is expected to convert Air Force specialties in the airmen operations, electronics, administration, and drafting career fields. Re-classification action is pending upon receipt of a change to Air Force Manual 35-1.

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS

The year 1953 drew to a fitting close as, at 1200 hours 31 December, the 308th Bombardment Wing was the recipient of its first B-47 aircraft. The number of this sleek new jet was 52087. The aircraft received was of the "E" modification which incorporates all latest and up-to-date changes in electronics and radar equipment. It was entirely apropos that, on the 50th anniversary of powered flight, the 308th Bombardment Wing should receive the aircraft that represented the culmination of the combined efforts of literally thousands of aero-dynamicists and aeronautical engineers. The aircraft was obtained from the Douglas Plant in Tulsa, Oklahoma by a crew from this wing and delivered to the 375th Bombardment Squadron. Exactly three hours after its arrival the new ship was presented to its crew chief in a formal ceremony presided over by the Wing Commander. 31 / 32 / Local dignitaries from Savannah and surrounding communities were present to witness the arrival of the first B-47 type aircraft. 33 / 34 / 35 / 36 / 37 / 38 / 39 / 40 / 41 / 42 / 43 / Two local newspapers and five radio stations were

31 /Newspaper Article, Hunter Herald (Hunter AFB) 13 Jan 1954 (Exhibit # 21)
32 /See app. I, Exhibit 49
33 /Civilian Guest List at 308th BW B-47 ceremony. (Exhibit # 22)
34 /Photo, "B-47 ceremony" Dec 1953 (Exhibit # 23)
35 /"Ibid" (Exhibit # 24)
36 /"Ibid" (Exhibit # 25)
37 /"Ibid" (Exhibit # 26)
38 /"Ibid" (Exhibit # 27)
39 /"Ibid" (Exhibit # 28)
40 /"Ibid" (Exhibit # 29)
41 /"Ibid" (Exhibit # 30)
42 /"Ibid" (Exhibit # 31)
43 /"Ibid" (Exhibit # 32)

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also represented. The Operations Directorate of the 308th Bombardment Wing compiled a booklet which was distributed to all in attendance. 44 / This booklet contained many interesting facts, insofar as security measures permitted, about the history, performance and characteristics of the B-47 aircraft.

All flying during the month was accomplished by the 308th Air Refueling Squadron in KC-97 aircraft. Total time projected for the month was 437 hours but the total flown was 408:50. Of this 379:40 was operational, 9:55 test hops and 19:15 ferry flights. 45 / Two KC-97 aircraft were sent to Oklahoma City Air Material Area (OCAMA) for modification. These two ships will be returned to the wing in approximately three months.

GROUND TRAINING

Ground training courses conducted by the B-47 Mobile Training Detachment (MTD) took top priority during the month. Four mechanic familiarization classes started with 16 men attending each. Duration of this course is 128 academic hours which is spread over a six week period at the rate of four hours daily. Six MTD classes, for combat crew members, on the "E" modifications to the B-47 aircraft were conducted starting on 7 December 1953 with each class of ten hours duration. Two training items which received heavy emphasis from higher headquarters were instruction on the A-3 lifeboat given by a crew of an SB-29 which was placed on temporary duty at this station, and a series of lectures on flying regulation violations by a Flight Service Team from Maxwell AFB, Alabama. 46 /

44 / Booklet,"B-47 Stratojet" prep. by 308th D/Ops, (Exhibit # 33)
45 / Report, " AF Form 1" for 308th Air Mfg Sq, Dec 1953
46 / D/F, D/Ops, 3AD to 308Bw, 9 Dec 1953 (Exhibit # 34)

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Presentation of a colored film and inspection of an A-3 lifeboat made this training item both interesting and attractive. Both of the above courses received proper emphasis and wide dissemination and the report of attendance reflected very favorably on the 308th Bombardment Wing H. One quota was available for this wing for Advanced Survival Training on 6 December. 47 / Nine men from the wing attended this training at Stead AFB, Nevada. A Master Ground Training Schedule was published and distributed to all units of the wing. 48 /

SPECIAL WEAPONS

December witnessed a considerable broadening of Special Weapons activities within the 308th Bombardment Wing. The program progressed from the planning stage of the previous months to the realization of actual accomplishments. A wing memorandum was drafted and is being circulated to concerned agencies within the Wing for concurrence. This memorandum spells out in detail the requirements, responsibilities, and procedures for the accomplishment of Special Weapons trainees in all organizations concerned. A mock-up has been made available in the Special Weapons Area for the use of the bomb squadron crew personnel in practicing In-Flight-Insertions (IFI). This mock-up was used to good advantage during December in training observers, one of whom had formal Special Weapons training at Sandia AFB, New Mexico.

47 / TWX, Hq 2AF to 3BAirDiv, 2AFOTG 3169, 27 Nov 1953 (Exhibit # 35)
48 / Schedule, "Dec. Master Ground Trng Schedule" 27 Nov 1953 prep. by 308th Dir of Ops, (Exhibit # 36)

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Along with IFI training, bomb commander refresher courses for the entire crew and courses for armament and electronics personnel were presented by the 2d Aviation Squadron. These courses during the past month have noticably raised the level of special weapons knowledge within the Wing and will continue toward the ultimate goal of Combat Readiness.

OBSERVER SECTION

The Operations Staff Observer section was mainly concerned with planning the "canned missions" to be flown under SAC Regulation 50-43 dated 5 March 1953. Materials for each mission contained Flight Plan, Civil Aeronautics Authority (CAA) Reporting Guide, and Target Flimsy. 49 / 50 / 51 / Course outlines and training aids were compiled for the Dead Reckoning Navigation (DR) course to be given to single rated pilots. Observer Operations Memorandums were written and will be distributed in January 1954.

REPORTS AND ANALYSIS

The Reports and Analysis section was confronted with the seemingly endless job of typing and assembling the many Operations Memorandums necessary for the efficient operation of the newly christened 308th Bombardment Wing Medium (Jet). All memorandums incident to operation of B-47 and KC-97 aircraft will be completed by mid-January 1954. Charts pertinent to the activities of the Reports and Analysis section were installed and proved to be of

49 / Plan, "Flight Plan, Mission No. 1" prep. by 308th D/Ops (Exhibit #37)
50 / Guide, "CAA Reporting Guide" prep. by 308th D/Ops (Exhibit #38)
51 / Flimsy, "Target Flimsy, Mission No. 1" prep. by 308th D/Ops (Exhibit # 39)

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invaluable aid in preparing various reports. Among these was a new Mission Accomplishment Form which was devised to contain all the information required in the Reports and Analysis Section. 52/

FLYING SAFETY

Wing Flying Safety records showed no accidents during this past month and no incidents attributable to personal error. The operation of the Wing Flight Review Board was resumed. This activity has as its primary purpose the monitoring of all flying with the view toward uncovering any unsafe or doubtful practices that might contribute toward incident or accident. All squadron flying safety officers attended a meeting at which the flying safety program for the first part of the new year was discussed. A Standard Operating Procedure (SOP) was distributed to all in attendance to serve as a guide to both maintenance and tactical squadron flying safety officers. Average attendance at flying safety meetings during the month was 96 per cent. Two areas of emphasis during 1954 as concerns flying safety will be the activities of the Flight Review Board and the establishment of a strong squadron flying safety program.

52/ Form, "Mission Accomplishment Act" prep. by 308th D/Ops, (Exhibit F 40)

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PLANS

A major endeavor within the Plans Section was the writing, compilation and assembly of a booklet for publicity releases and public reception of the first B-47 aircraft assigned to the 308th Bombardment Wing. On 1 December, after months of careful planning, the Plans Section published a revised Wing Notification Plan. 53/ Each squadron of the Wing was required to execute their section of the Wing Notification Plan and forward a written report on the results to the Plans Section of the 308th Directorate of Operations.

COMMUNICATIONS

The Wing Communications section began work on the rewriting of all wing regulations pertaining to communications. All files were screened for reclassification of material that held the previous classification of "restricted." The project of determining reporting points for the "canned missions" was completed during the month.

INTELLIGENCE

Of prime importance within the Intelligence Section during December was the Intelligence Personnel Training Program. This training requirement, as established by Second Air Force Regulation 50-31 dated 30 December 1952, was more than fulfilled with the average amount of training received per individual being 112.3 per cent of the required 42 hours. In accordance with Air Force Regulation 30-30 dated 17 April 1952, Geneva Convention Identification Cards, DD Form 528, have been ordered.

53/Booklet, "Notification Plan" prep. by Plans Sec.,308th B/Ops (Exhibit # 41)

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These cards will be carried by all military personnel within, or proceeding to, a combat zone. Target intelligence activities revolved around the Domestic Radar Target Folder Program. On 16 December 1953, a meeting of squadron intelligence, radar prediction and photo interpretation officers was held. It was decided the squadron intelligence officers will maintain the Master Domestic Target Folders and assemble other folders similar to these from bulk materials. Security and accountability of these folders will rest with the squadron intelligence officers. Further results of the meeting dictated that all radar scope photographs used for target identification will be annotated to show the proper aiming points; all observers should be issued proportional dividers as a target study aid; and urban area charts and mosaics for all Radar Bomb Score target areas would be available to each observer.

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CHAPTER

IV

MATERIEL

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MAINTENANCE

The 308th Bombardment Wing flew 409:50 hours during December which resulted in 20,046 maintenance hours. 54 / The 308th Air Refueling Squadron completed their assigned flying requirements as KC-97 aircraft were the only type available during December.

Of the two B-47 type aircraft which arrived on 31 December, the first was assigned to the 375th Bombardment Squadron and the second to the 374th Bombardment Squadron. 55 /

The assignment of the two B-47 aircraft, brought the total of aircraft assigned to the 308th Bombardment Wing to 24: 22 KC-97 and two B-47 type aircraft. 56 / Of the KC-97 aircraft, 16 are type KC-97L and six type KC-97F. The two assigned B-47 aircraft are both "B" models.

Two aircraft departed during December to OCAMA, Tinker AFB, Oklahoma, on Project A-4-3015 ICAF, for modification. 57 / Five KC-97 type aircraft left during the month to Warner Robins Air Material Area,(WRAMA), Robins AFB, Georgia, for weight and balance inspection. This brings the total to seven KC-97 type aircraft sent for weight and balance since assignment of this type aircraft.

54 /Report, "Daily Manhour Utilization Record", 31 Dec 1953 prep. by 308th M/Materiel.
55 /See page 9, Exhibit 48
56 /Report,"Combat Availability Report" 31 Dec 1953 prep. by 308th Comptroller
57 /TWX, Sq 2AF to 3DAirDiv, 2AFMOB 9598, classified SECRET, 21 Oct 1953

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Thirty one Unsatisfactory Reports (UR's) were submitted during December, which brought the total number for 1953, to 282. Outstanding for December were two emergency UR's; One was submitted on the Auto-pilot Clutch Switch Assembly which had a tendency to engage prematurely while in disengaged position. 58/ It was recommended that automatic pilot clutch switches be removed from all applicable AC-97 aircraft prior to next use of auto-pilot and that Technical Order 01-1-615 be revised accordingly. The other was submitted on Technical Order 02A-1-89, namely, inadequate supply of required special tools to comply with subject Technical Order. This caused failure of organizations to perform periodic valve adjustments on R-4360-35 and -59 engines. It was recommended that immediate action be taken to expedite the receipt of required special tools and authorization be listed in applicable Equipment Component List and Unit Property Record and Equipment List publications.

Four additional technical representatives were assigned during December. Three from the Boeing-Wichita Corporation for assistance with B-47 type aircraft. The other from General Mills Incorporated to assist in A-System instruction and maintenance. This brings the total to 20 technical representatives assigned to the 308th Bombardment Wing.

58/ TWX, 38AirDiv to OCAFA, 3DM C 12-3033, dtd 12 Dec 1953

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The activities of the Wing Standardization Team have continued to be coordinative rather than demonstrative in nature, as required by SAC Manual 66-12. Training given by the team included: Ground Power Equipment Training, Jet Engine Specialist Training, SAC Specialist Maintenance Concept Training, and Ejection Seat Maintenance Training. Examinations have been formulated which will be used to ascertain the experience levels of B-47 and KC-97 aircraft maintenance personnel.

For December, the 308th Bombardment Wing's Aircraft Out of Commission because of Parts (AOCP) rate was 2.2 per cent and the Aircraft not fully Equipped (ANFE) rate was 1.6 per cent. The majority of the items causing AOCP's were cylinders, connectors and adaptors. A study has been made be the Supply Liaison Section and it was found that it takes approximately one hour and forty minutes for an item to be dleivered from Base Supply; from time item is called in until time delivered and received.

The Technical Order Compliance and Records Section for December had 60 open Technical Orders, with 42 requiring kits or parts. There are kits and parts available at unit supply for 12 Technical Orders. Open Technical Orders (TO's) rate was 65 per cent of all outstanding TO's for the month. 59 /

Twenty three malfunctions occurred in the wing during the month of December. Of the 23, seven were airborne malfunctions, while 16 were experienced on the ground. 60 /

59 / Files, TOC & Records Section of Maint. Control. Dec 1953
60 / Report, "Acft major Malfunction Summary Rpt". 31 Dec 1953 prep. by 308th D/Materiel.

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FACILITIES PLANNING

The end of 1953 finds the 308th very well settled as far as facilities on Hunter AFB are concerned. When this office was opened on 1 July, the problems of facilities were recognized, but no firm plans had been made regarding the solution of all these problems. In the last six months of 1953, numerous plans were written, edited and re-edited concerning use of buildings on south side of the base but on 16 December 1953 the final plan was completed. 61 /

The facilities office as such will close in January and the functions of the office will be absorbed by the Directorate of Materiel proper. The last important work of this office will be to follow-up work orders submitted in December. In this category are the following: Lights for the Armament and Electronics building, Personal Equipment Lockers for the 373d, 374th and 375th Bombardment Squadrons, target study rooms for Operations Intelligence and 375th Bombardment Squadron, and rehabilitation of walls and heating system in the lean-to of building T-1206.

Although there will be a few more moves when the new hanger is completed in May 1954, the majority of the 308th Bombardment Wing sections are now well established and can operate efficiently upon completion of outstanding work orders.

61 /D/F, 3DM to All Sq, 308Bw, AIO & Air Base Comdr, "Intended Use of Buildings by the 308B", 16 Dec 1953 (Exhibit # 42)

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SUPPLY

The quarterly supply inspection of 308th Bombardment Wing activities was conducted in December. This was an overall inspection and all phases of supply effectiveness were covered. The average supply effectiveness for the Wing was 89 per cent. All squadron supply units made a good showing with the 308th Field Maintenance Squadron, 375th Bombardment Squadron and 308th Medical Group outstanding.

A survey of all items of property that would prevent or seriously curtail the mission of the wing was conducted. A list of these items was furnished the 308th Commander and the 38th Air Division Director of Materiel. More support from higher headquarters will be requested on the strength of this survey through this office. Due to the increased requirements in the mission of the Wing a shortage of office equipment has developed. A survey therefore, of office machines and office furniture was conducted within organizations and the results of the survey furnished the Wing Commander. The findings of this survey will result in a more equitable distribution of office equipment.

The confusion as to what special tools and ground handling equipment were applicable to the B-47 type aircraft was concluded. One copy of Boeings List of Special Tools and Ground Handling Equipment applicable to the B-47 and RB-47 aircraft was obtained from the Boeing factory representative. This list was reproduced

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and copies furnished the Engineering Officers and Supply Officers in tactical and maintenance squadrons. Twenty copies were also furnished the Director of Materiel, 2d Bombardment Wing and three copies to 38th Air Division Director of Materiel. This list will prove invaluable to organizations within this wing as well as to other B-47 organizations on the base. 62/

A staff supply visit by Second Air Force personnel was conducted in the supply organizations of the wing and a staff visit report prepared. The major supply problems shown concerned the conversion of the wing from B-29 to B-47 type aircraft. All discrepancies mentioned in the staff visit report were corrected and a reply submitted to Second Air Force. 63/

Reference the Supply Difficulty Letters as explained in November's history, aid on the following items requested from Second Air Force brought good results. Two B-47 aircraft towing bars were received from the depot and Second Air Force directed MacDill AFB to ship the Wing 20 C-22 type Power Units for the four tactical squadrons and four sets of critical cables for use by the 308th Armament and Electronics Maintenance Squadron.

62/ Booklet, "List of Special Tools & Ground Handling Equipment applicable to B-47 & RB-47 airplanes" prep. by Boeing Airplane Company, Wichita, Kansas. (Exhibit # 43)
63/ D/F, "Staff Visit, Hunter AFB 9-15 Nov 1953" 3 Dec 1953 (Exhibit # 44)

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LOGISTICS

The Logistics Office in December, made noticeable progress in the development of the 308th Bombardment Wing Mobility Plan. A concerted effort was made to construct the various narrative portions of the plan for applicability to a B-47 and KC-97 type wing.

Numerous discussions were conducted during December concerning development of necessary Flyaway Kit Spares, bulk and engines to support this wing's present committment to SAC's War Plan 43-53. After realizing how impractical it was in developing the type Flyaway Kit Support as stipulated in Second Air Force Operations Plan 43-53, it was decided by the 308th Director of Materiel and 38th Air Division Director Of Materiel that a visit to Second Air Force was necessary. This visit was made by the 308th Logistics Officer on 22 through 24 December. 64/

Coordinated discussion with Base Manpower Office resulted in the Logistics Office being placed on distribution for all Manpower Notices, Table of Organization and Table of Allowance conversion changes and other such similar information. This was deemed necessary as immediate knowledge of personnel changes becomes a prerequisite to maintenance of current plans.

Instructions received from Second Air Force, relative development of a spare parts listing for ground power equipment now on hand in the 308th were complied with. The listing is a non-refined

64/Ltr, "Rpt of visit to 2AF" 29 Dec 1953 (Exhibit # 45)

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type at the present for reason, namely, lack of consumption data which in turn reflects lack of operational experience in a recently re-organized wing. In any case, the listing as submitted will be incorporated into the proposed new Mobility Plan for the 308th Bombardment Wing under the special portion established for Minimum Acquirements of Base Support Equipment.

The Logistics Office prepared a draft citing recommended quantities of decelerating B-47 chutes for prepositioning at enroute bases and forward operating bases. These recommendations were prepared and forwarded in compliance with instructions received from Second Air Force. /65/

/65/ D/F, "2AF Reg 2AFRS\ 1503" 14 Dec 1953 (Exhibit # 46)

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CHAPTER

V

MISCELLANEOUS

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MORALE

Morale within the wing during December continued at a high state. Contributing to this high morale were: the fairly lax policies for Christmas and New Years leaves, return of more familiar faces from B-47 OCTS, the announcement of promotion quotas for airmen, announcement of the promotion of Colonel N. A. Preston to Brigadier General, and the arrival of our first B-47 aircraft. Toward the latter part of the month, the announcement of a new uniform policy, which in effect will require personnel to wear the uniform at all times while on base can be expected to bolster morale after the initial "dislike" wears off.

GROUND SAFETY

Ground Safety for the 308th during December improved very much over the previous month. Whereas there had been a total of 14 injuries during November at a cost to the government of $3,725, the month of December revealed a total of 10 injuries at a cost of $1,207. Seven injuries were sustained in a "on-duty status" and three occurred in a "non-duty status" with only one injury resulting in the loss of 42 duty days. During the holiday season there were no accidents of any kind within the 308th Bomb Wing. 66/

66/ Report,"Ground Safety Accident Rpt", December 1953, Hunter AFB

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APPENDIX

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KEY PERSONNEL

The following personnel occupied key positions within the 308th Bombardment Wing as of 31 December 1963.

Brig. General W. A. Preston	Wing Commander
Colonel John F. Batjer	Deputy Wing Commander
Captain Charles A. Nelson	Adjutant
Major John M. Kirklin	Director of Personnel
Lt. Colonel Francis E. Winget	Director of Operations
Lt. Colonel Giles C. Avriett	Director of Materiel
Lt. Colonel Alton A. Cary	Comptroller
Major Clifford L. Lundgren	Intelligence Officer
1st Lt. Thomas R. Mason	Commander, Headquarters Squadron
Lt. Colonel Perry F. Menzies	Commander, 308th Air Refueling Squadron
Lt. Colonel Vernon E. Cannock	Commander, 373d Bombardment Squadron
Lt. Colonel John O. Wick	Commander, 374th Bombardment Squadron
Major Ross L. Clements	Commander, 375th Bombardment Squadron
Lt. Colonel Ralph C. Schneck	Commander, 308th Field Maintenance Squadron
Major Douglas A. Smith	COommander, 308th Periodic Maintenance Squadron
Major Dale L. Samuelson	Commander, 308th Armt. & Elect. Maint. Squadron
Major Donald R. Bennett	Commander, 308th Medical Group

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2. Wing Central Files
3. History of Directorate of Personnel for December 1953.
4. History of Directorate of Operations for December 1953.
5. History of Directorate of Materiel for December 1953.
6. History of 373d Bombardment Squadron for December 1953.
7. History of 374th Bombardment Squadron for December 1953.
8. History of 375th Bombardment Squadron for December 1953.
9. History of 308th Air Refueling Squadron for December 1953.
10. History of 308th Field Maintenance Squadron for December 1953.
11. History of 308th Periodic Maintenance Squadron for December 1953.
12. History of 308th Armt. & Electronics Maint. Squadron for December 1953.
13. History of 308th Medical Group for December 1953.

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LIST OF EXHIBITS

1. Dept. of the Air Force Special Order 243, 15 December 1953
2. Portrait, Brigadier General P. A. Preston
3. Photograph, Brigadier General P. A. Preston and Brigadier General Joseph J. Navarro.
4. Addnote, Hq. 2d Air Force to 308th Bomb Wing, 16 December 1953
5. TWX, Hq. USAF to Commander, 308th Bomb Wing, 15 December 1953. 47834
6. Newspaper Articles, Hunter Herald (Hunter AFB) Dec. 1953 and Savannah Evening Press (Savannah, Ga.) 15 Dec. 1953
7. Dept. of the Air Force Special Order 251, 28 December 1953
8. Newspaper Article, Hunter Herald (Hunter AFB) Dec. 1953
9. Photograph, Airman receiving Distinguish Flying Cross, 12 Dec. 1953
10. "Ibid"
11. Photograph, 308th Bomb Wing Review, 12 December 1953
12. 308th Bomb Wing General Order 59, 2 December 1953
13. 308th Bomb Wing General Order 60, 7 December 1953
14. TWX, Hq. 2d Air Force to 38th Air Division, 2AFCS 3052, 24 Dec. 1953
15. TWX, Hq. SAC to 38th Air Division, SA 60899, 24 Dec. 1953
16. 308th Bomb Wing Regulation 20-1, 2 December 1953
17. 308th Bomb Wing Regulation 11-5, 11 December 1953
18. 308th Bomb Wing Regulation 39-1, 10 December 1953
19. 308th Bomb Wing General Order 61, 14 December 1953
20. TWX, Hq 2d Air Force to 38th Air Division, 2AFPO 3198, 29 Dec. 1953
21. Newspaper Article, Hunter Herald (Hunter AFB) 13 January 1954
22. Civilian Guest List at 308th Bomb Wing B-47 ceremony, 31 Dec. 1953
23. Photograph, B-47 ceremony, 31 December 1953
24. "Ibid"

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25. Photograph, B-47 ceremony, 31 December 1953
26. "Ibid"
27. "Ibid"
28. "Ibid"
29. "Ibid"
30. "Ibid"
31. "Ibid"
32. "Ibid"
33. Booklet, B-47 Stratojet, prep. by 308th Dir. of Operations
34. D/F, D/Ops., 38th Air Division to 308th Bomb Wing, 9 Dec. 1953
35. TWX, Hq. 2d Air Force to 38th Air Division, 2AFOTC 3169, 27 Nov. 1953
36. Schedule, Master Ground Training Schedule, 27 November 1953
37. Plan, Flight Plan, Mission No. 1, prep. by 308th Dir/Ops.
38. Guide, CAA Reporting Guide, prep. by 308th Dir/Ops.
39. Flimsy, Target Flimsy, Mission No. 1, prep. by 308th Dir/Ops.
40. Form, Mission Accomplishment Report, prep. by 308th Dir/Ops.
41. Booklet, Notification Plan, prep. by Plans Section, 308th Dir/Ops.
42. D/F, 308th Dir/Materiel to All Sq. 308th Bomb Wing, Air Installations Office and Air Base Group Commander, Intended Use of Buildings by the 308th Bomb Wing, 16 December 1953
43. Booklet, List of Special Tools & Ground Handling Equipment Applicable to B-47 & RB-47 Airplanes, prep. by Boeing Airplane Company, Wichita, Kansas
44. D/F, Staff Visit, Hunter AFB 9-15 Nov 1953, 3 December 1953
45. Ltr, Report of visit to 2d Air Force, 29 December 1953
46. D/F, 2d Air Force message 2AFRSX 1503, 14 December 1953
47. Historical Report for 373d Bomb Squadron, December 1953
48. Historical Report for 374th Bomb Squadron, December 1953

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49. Historical Report for 375th Bomb Squadron, December 1953

50. Historical Report for 308th Air Refueling Squadron, December 1953

51. Historical Report for 308th Field Maintenance Squadron, December 1953

52. Historical Report for 308th Periodic Maint. Squadron, December 1953

53. Historical Report for 308th Armt. & Elect. Maint Sq., December 1953.

54. Historical Report for 308th Medical Group, December 1953

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

SPECIAL ORDERS)
NUMBER 243)

15 December 1953

E X T R A C T

1. DP, announcement is made of the temp apmt of the fol-named off in the USAF UP sec 515, Off Pers Act of 1947, w/gr and DR as indicated:

* * *

TO BRIG GEN

* * * * * * *

MAURICE A PRESTON, 1337A, w/DR 6 Dec 53

* * * * * * *

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

OFFICIAL:

N. F. TWINING
Chief of Staff, United States Air Force

K. E. THIEBAUD
Colonel, USAF
Air Adjutant General

THIS IS A CERTIFIED TRUE EXTRACT COPY:

CHARLES R. NELSON
Captain, USAF

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Brigadier General Maurice A. Preston, 13374

Commander, 308th Bombardment Wing M

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Brigadier General Joseph J. Mazzaro, Commander 38th air Division, (Right) congratulates Brigadier General Maurice A. Preston, Commander 308th Bombardment Wing M., (Left) on his promotion

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R 618002Z APR

FM COMDRAF ? EAKSDALE AFB LA

TO COMDR[illegible] 308BW HUNTER AFB GA

/R A D I O T E/ FOR BRIG GEN PHILIPS. FM TEAG GEN ARMSTRONG.

THE ENTIRE SECOND AIR FORCE JOINS ME IN SALUTING YOUR RICHLY DESERVED

PROMOTION.

16/1808Z DEC JESSE

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P 151905Z APR

FM HQ USAF WASHDC

TO JCSSM/CORDA 308TH BOMB WG HUNTER AFB GA

INFO JCSAH/ COMAIR SAC OFFUTT AFB OMAHA NEBR

JCSSA/COMAFTWO RANDOLPH AFB TX

47834 PERSONAL FOR BRIG GEN MAURICE A. PRESTON FROM O'DONNELL THE SECRETARY OF THE AIR FORCE DIRECTS ME TO INFORM YOU THAT THE PRESIDENT TODAY ON THIS DATE HAS APPOINTED YOU A TEMPORARY BRIG GENERAL IN THE UNITED STATES AIR FORCE. THIS APPOINTMENT WILL BE ANNOUNCED IN DEPARTMENT OF THE AIR FORCE SPECIAL ORDERS OF THIS DATE. THE CHIEF OF STAFF EXTENDS HIS PERSONAL AS WELL AS OFFICIAL CONGRATULATIONS ON YOUR APPOINTMENT TODAY AND I SHOULD LIKE TO ADD MY OWN.

15/1940Z DLC JLHO

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NEW GENERAL — Maurice A. Preston, commander of the 308th Bomb Wing at Hunter Air Force Base, was promoted yesterday to the rank of brigadier general. A native of California and a graduate of the U.S. Military Academy in the class of 1937, he has been stationed here since April, 1952.

SAVANNAH
EVEING NEWS
15 DEC 53



BRAND NEW BRIGADIER GENERAL Maurice A. Preston, commander of Hunter's 308th Bomb Wing, is congratulated on his promotion by Brig. Gen. Joseph J. Nazzaro, 38th Air Division commander, who broke the news to General Preston and presented him with a shiny set of stars to go with it. (USAF Photo)

308th Bomb Wing Leader Promoted To Brig. General

Col. Maurice A. Preston, 308th Bomb Wing Commander, was promoted to Brigadier General last week on orders received from USAF Headquarters.

A native of Tulare, Calif., and a graduate of West Point, General Preston is the second Hunter colonel in recent months to be promoted to general.

General Preston has been a member of the nation's air arms since his graduation from the Military Academy in 1938. He completed his flight training at Randolph and Kelly Fields in October of 1938.

After the outbreak of World War II, General Preston was assigned to the 379th Bomb Group, trained at Wendover and Sioux and then commanded the Group when it was assigned overseas to the 8th Air Force in April, 1943.

He later commanded the 41st Bomb Wing. After 25 months, he returned to the U.S. in 1945 and since that time has held staff and command positions, the most recent being in Plans at USAF Hq., and as Deputy Commander for Operation of the Northeast Air Command.

He is a rated command pilot, bombardier and navigator.

He has been awarded the Distinguished Flying Cross, with two Oak Leaf clusters, the Silver Star with one Oak Leaf cluster, the Bronze Star, the Air Medal with seven Oak Leaf clusters, the Purple Heart, the Commendation Ribbon, the British DFC, the French Croix de Guerre, the Belgian Croix de Guerre, the American Defense Ribbon and the European Theater Ribbon with six battle stars.

The 41-year-old general is married to the former Dorothy Unger of New York City. They have two sons, Thomas, 12, and Paige, 7.

HUNTER HERALD
23 DEC. 53

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

SPECIAL ORDERS)
NUMBER 251)

26 December 1953

E-A-F-R-A-C-T

* * * * * * * * *

3. BRIG GEN [illegible] A PRESTON, 13574, is rel fr assgt Hq 308th Bomb Wg (M), SAC, [illegible] AFB, Savannah, Ga, fr dy as Comdr, 308th Bomb Wg (M); asg Hq 4th ADiv, SAC, Barksdale AFB, La, rpt NLT 15 Jan 54 for dy as Comdr, 4th ADiv. DALVP. TPA w/4 days tvl time auth. If govt-owned conveyance is not used, tvl time w/b the time of the carr used. WP. POS. TDA. 5743500 446-331 F 533-02,03,07 S 99-999, EDCSA: 14 Feb 54.

* * * * * * * * *

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

OFFICIAL:

[illegible] F. [illegible]
Chief of Staff, United States Air Force

K. E. [illegible]
Colonel, USAF
Air Adjutant General

A CERTIFIED TRUE COPY:

Charles R. Nelson
CHARLES R. NELSON
Captain, USAF
Adjutant

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Two Hunter Airmen Get DFCs At 308th Review

Two Hunter airmen, A/1c Albert A. Gagne and A/2c Donald E. Lohnes, were awarded the Distinguished Flying Cross by Brig. Gen. Joseph J. Nazzaro, 313th Air Division commander, at the 308th Bomb Wing review held Dec. 12.

Both airmen are members of the 308th Field Maintenance Sq.

Airman Lohnes distinguished himself while on a combat mission over North Korea May 17, 1952. Flying as a B-26 gunner, engaged in a night interdiction mission, Lohnes displayed outstanding airmanship and skill.

In the vicinity of Yul-li, Korea, he sighted a large convoy of enemy vehicles and in the attacks that followed, 12 of the Red trucks were destroyed. The attacks were pressed over hazardous mountainous terrain despite intense enemy flak and until all ordnance was expended.

As a result of the highly successful mission, vital enemy supplies and transportation facilities were destroyed. By his personal courage and devotion to duty, Airman Lohnes brought great credit upon himself and the U. S. Air Force.

Airman Gagne also received his DFC for a night interdiction mission as a B-26 gunner over North Korea. On the night of Jan. 31, 1953, Gagne sighted an enemy train near Kowalin. In the nine attacks that followed, the locomotive and two rail cars were destroyed and eight other rail cars damaged.

The attacks were pressed home despite the hazardous terrain and in the face of blistering enemy ground fire. By his high personal courage and devotion to duty, Airman Gagne brought great credit upon himself and the U. S. Air Force.

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ARTICLE APPEARED IN HUNTER HERALD 23 DEC. 53

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Colonel H. A. Preston congratulates A/1c Donald E. Lohnes after presenting him with the Distinguish Flying Cross. (308th Bomb Wing Review, 12 Dec 1953)

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Brigadier General Joseph J. Nazarro, 38th Air Division Commander, awarding Distinguish Flying Cross to A/1C Albert A. Gagne, 308th Field Maintenance Squadron. (308th Bomb Wing Review, 12 Dec 1953)

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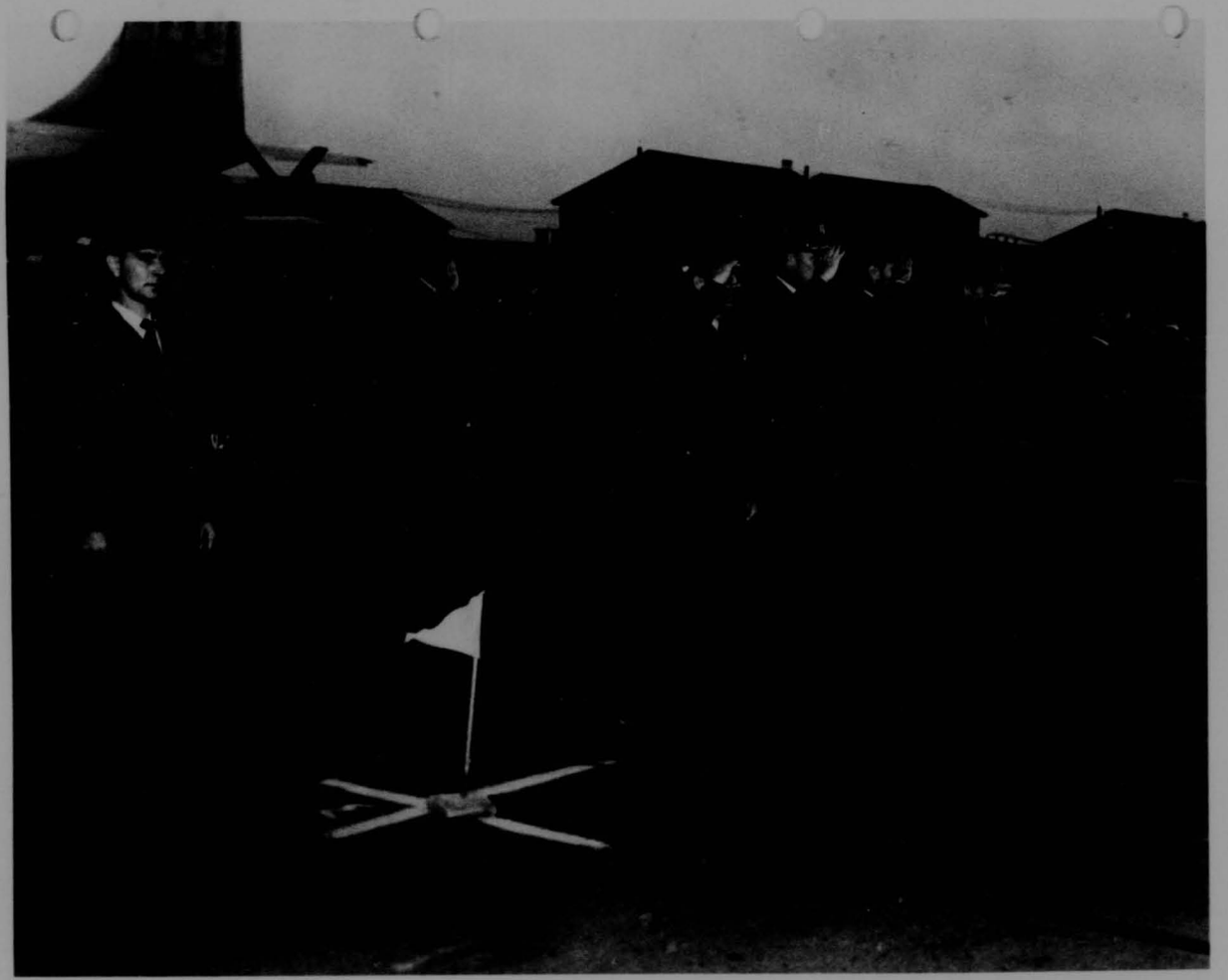
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Reviewing Officers at 308th Bombardment Wing H, review. First Row: Left to right, Lt. Col. Vernon E. Cammack, Troop Commander, Brig. Gen. Joseph J. Nazarro, Commander 38th Air Division, Colonel H. A. Preston, Commander 308th Bomb Wing, Colonel John F. Batjer, Deputy Commander, 308th Bomb Wing, Major John M. Airklin, Director of Personnel, 308th Bomb Wing, A/1C Albert A. Gagne, 308th Field Maintenance Squadron, and A/1C Donald E. Lohnes, 308th Field Maintenance Squadron

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

12

GENERAL ORDERS)
NUMBER 59)

2 December 1953

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby assumes command of the 308th Bombardment Wing Medium, Hunter Air Force Base, Savannah, Georgia, during the temporary absence of COLONEL M.A. PRESTON, 1337A.

JOHN F. BATJER
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 60)

7 December 1953

RESUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1 and Air Force Regulation 35-54, the undersigned hereby resumes command of the 308th Bombardment Wing, Medium, Hunter Air Force Base, Savannah, Georgia.

13

M A PRESTON
Colonel, USAF
Commander

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M 241750Z
FM COMDRAF 2 BARKSDALE AFB LA
TO COMDR AIRDIV 38 HUNTER AIRFB SAV GA
2AFCS 3052. FLG MSG FR HQ SAC, 23 DEC 53, IS QUOTED FOR NEC ACTION CLN"CS 49239. SAC MSG CS 48650, DTD 212120 DEC 53, IS HEREBY W/D AND THE FOLG SUBTD CLN PENDING FINALIZATION AND PUB OF SAC REG CMA THE FOLG POLICY CONCERNING THE WEARING OF THE UNIF IS DISSEM CLN 1. THE UNIF W/B WORN AT ALL TIME WHILE W/IN THE CONFINES OF THE MIL RESERVATION. A. WHILE ON DY, UNIF APROP TO DY BEING PERFORMED W/B WORN. B. WHILE OFF DY, UNIF W/B STD CL "A" TYPE FOR ALL PERS. C. FOR EVENING SOCIAL ACTYS CMA OFF WILL WEAR CL "A" UNIF WITH WHITE SHIRT AN BLACK BOW TIE WHILE ON B AND OFF DY. 2. CIV DRESS IS AUTH FOR OFF B WEAR AND CMA FOR THIS PURPOSE, WHILE ENROUTE TO OR FR QRS AND THE GATE. 3. EXCEPTIONS TO THE ABOVE INSTRS MAY BE MADE BY LOCAL COMDRS TO HANDLE SP SIT CMA I. E, PARTICIPATION IN ATHLETICS, COSTUME PARTIES, ETC." THE FOLG DEFINITIONS OF CLASSES OF UNIF ARE SUBM'D FOR UR INFO AND GUIDANCE IN CARRYING OUT THE PROV OF THE MSG QUOTED ABOVE. STD CL"A" WINTER. CAP, FLT, BLUE CLN CAP, SV, BLUE CLN COAT, WOOL CMA BLUE CLN JACKET WOOL, BLUE CLN OVERCOAT, WOOL, BLUE OR TOPCOATCLN SHIRT, POPLIN, BLUE SHADE 120 CLN SHIRT, OXFORD, BLUE SHADE 126 CLN TROUSERS, WOOL, BLUE CLN SHIRT, WOOL, BLUE CLN POLICY CONCERNING WEARING OF THE WOOL BLUE SHIRT WAS DISSEM BY LTR , THIS HQ , 2AFMSX 420, SUBJ, "THE WOOL FLANNEL BLUE SHADE 84 SHIRT", 24 NOV 53. CL "A" UNIF /WINTER/ FOR OFF PERS FOR SOCIAL ACTYS ON B CLN CAP, SV CMA BLUE CLN COAT WOOL, BLUE,CLN OVERCOAT OR TOPCOAT CLN SHIRT, WHITE CLN BOW TIE, BLACK SQUARE END. CL "A" UNIF /SUMMER/FOR OFF PERS FOR SOCIAL ACTYS ON B CLN CAP, SV, CLUE CLN COAT, SUMMER , TAN SHADE 61 OR 193 CLN SHIRT, WHITE CLN BOW TIE, BLACK SQUARE END. STD CL "A" / SUMMER/ CLN CAP, SV , BLUE CLN CAP, FLT CMA BLUE DLN COAT, SUMMER, SHADE 61 OR 193 CLN JACKET, SUMMER, SHADE 16 OR 193 CLN SHIRT CMA KHAKI, POPLIN OR BROADCLOTH CLN SHIRT, SHADE 16 OR 193 CNL SHIRT, POPLIN, TAN, SHADE 505 CLN TROUSERS, CTN, KHAKI CLN TROUSERS, TAN SHADE 61 AND 193. EVENING SOCIAL ACTYS ARE DEFINED AS FOLS CLN A. IN QRS CLN A PLANNED PARTY. B. IN CLUBS CLN A FORMAL PARTY OR INFORMAL GATHERING CONSISTING OF TWO OR MORE PEOPLE EXTENDING OVER A PD OF TIME. THIS MSG W/B IMPLEMENTED UPON REC. SAC MSG CS 48650 WAS NOT REPEAT NOT DISSEM TO ADDRESSEES.
24/1832Z DEC JESRA

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P 2418092

FM COMDR SAC OFFUTT AFB NEBR

TO COMDR AIRDIV 38 HUNTER AFB GA

SA 49499/ FOR SP/C AND/OR ISOS. FOLG STORY SENT TO HELP ANSWER QUESTIONS YOU MAY GET REGARDING UPCOMING UNIFORM REGULATIONS. REQUEST IT BE PRINTED IN NEXT EDITION OF BASE NEWSPAPER CIM PARA. "THE AIR FORCE IS DEDICATED TO MAINTAINING THE SECURITY OF THE NATION. IT IS AN HONORABLE AND DIGNIFIED PROFESSION. ITS BLUE UNIFORM IS A MARK OF IDENTIFICATION THAT DISTINGUISHES THE AIRMAN AND ASSOCIATES HIM WITH A SERVICE VITAL TO HIS FELLOW MEN. IT CAN BE WORN WITH PRIDE BY THOSE WHO SERVE. IT SHOULD BE WORN MORE OFTEN. PARA. IN KEEPING WITH THIS THEME CMA HEADQUARTERS SAC ANNOUNCED A MODIFICATION IN THE POLICY REGARDING OFF-DUTY UNIFORM WEAR THIS WEEK. ESSENTIALLY CMA THE POLICY IS INTENDED TO ACCORD GREATER PRESTIGE TO THE UNIFORM AND TO THE MILITARY PROFESSIONAL. SAC WILL BE THE FIRST MAJOR AIR FORCE COMMAND TO RECOGNIZE OFFICIALLY THIS TREND OF THINKING ON THE PART OF ITS COMMANDERS AND MEN. THE REGULATION WHICH WILL BE PUBLISHED EARLY NEXT YEAR WILL SPECIFY WEARING OF EITHER UNIFORM OR APPROPRIATE WORK CLOTHS WHEN ON BASE. FOR EVENING SOCIAL EVENTS A WHITE SHIRT AND BLACK TIE IS PREFERRED DRESS IN THE CASE OF OFFICERS AND OPTIONAL IN THE CASE OF AIRMEN. OTHERWISE CMA THE AFFECT WEARING OF CIVILIAN CLOTHES IN QUARTERS EXCEPT IN CASE OF PARTIES OR OTHER SOCIAL FUNCTIONS WHERE A NUMBER OF PEOPLE ARE PRESENT. FOR PARTIES OF A SPECIAL THEME AT OFFICER NCO OR SERVICE CLUBS, THE HOST MAY SPECIFY APPROPRIATE COSTUME. THERE IS NO CHANGE IN REGULATIONS CONCERNING WEARING OF CLOTHES OFF THE MILITARY INSTALLATION AND CIVILS ARE AUTHORIZED BETWEEN QUARTERS AND THE GATE. IN THE CASE OF ATHLETIC ACTIVITIES SUCH AS BOWLING, TENNIS, ETC, CLOTHING APPROPRIATE TO THE SPORT WILL BE WORN.

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Wg Reg 20-1

WING REGULATION)
NUMBER 20-1)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
2 December 1953

ORGANIZATION

OFFICE OF THE DIRECTOR OF PERSONNEL

1. PURPOSE - This regulation prescribes the functions and responsibilities of the Office of the Director of Personnel, Headquarters, 308th Bombardment Wing M.

2. SCOPE - The Director of Personnel in the performance of his duties will maintain close liaison with each appropriate Wing Staff, Unit Commanders, The Director of Personnel, 38th Air Division, and the Director of Personnel, 804th Air Base Group. The duties of the Director of Personnel, in the name of the Wing Commander, are directing and coordinating all phases of the personnel administration of the Wing.

3. RESPONSIBILITIES - The Director of Personnel is responsible to the Commanding Officer, 308th Bombardment Wing, for all phases of personnel administration.

4. FUNCTIONS AND DUTIES - The Director of Personnel, subject to plans and policies of the Wing Commander, will:

a. Act as special adviser to the Wing Commander on matters of personnel administration.

b. Formulate plans, policies and procedures for military personnel and supervise all personnel administration of the Wing.

c. Supervise activities of personnel regarding procurement, assignment, separation, classification, promotion, demotion, awards and decorations, and schools.

d. Perform any other duties as may be directed by the Wing Commander.

5. Attached hereto as inclosure #1 is the Organizational Chart of the Office of the Director of Personnel.

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

CHARLES R. NELSON
Captain, USAF
Adjutant

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OFFICE OF THE DIRECTOR OF PERSONNEL

ORGANIZATIONAL CHART

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WING REGULATION)

NUMBER 11-5

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base Savannah Georgia
11 December 1953

ADMINISTRATION PRACTICES
Unscheduled Visits by Members of Congress, Government Officials or other VIP's

1. PURPOSE - The purpose of this regulation is to establish procedures in the event of unscheduled visits to activities or individuals of this Command by Congressmen, government officials or other persons in positions of importance.

2. SCOPE - This regulation is applicable to all personnel of this Command.

3. GENERAL - a. From time to time individuals or activities of this Command may be unexpectedly visited by a person of importance. A member of Congress, for instance, visiting the local area may contact a constituent assigned to this Wing. Or a Department of Defense official may make an unscheduled visit to a particular office or an activity. So that appropriate courtesy may be extended to the visitor by the Division Commander in such cases, the individual or activity visited will immediately notify the Wing Adjutant or the Wing Executive Officer stating

(1) Identity and position of the visitor.

(2) Purpose and expected length of visit.

(3) Whereabouts of visitor (building number and telephone).

b. Immediately upon receipt of such notice, the Wing Adjutant or Executive Officer will inform the Division Commander, the Wing Commander, the Base Commander and the Unit Commander or director concerned. Notification will be made in the order listed.

4. This regulation will be brought to the attention of all personnel and will be permanently posted on all bulletin boards.

BY ORDER OF THE COMMANDER:

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OFFICIAL

CHARLES R. NELSON
Captain USAF
Adjutant

CHARLES R. NELSON
Captain USAF
Adjutant

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WING REGULATION)
NUMBER 39-11

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
10 December 1953

ENLISTED PERSONNEL

Flying Status for Non-Crew Members

1. PURPOSE. To establish procedures for selecting non-crew airmen for flying status.

2. SCOPE: This regulation applies to all personnel of this wing affected by its provisions.

3 RESPONSIBILITY: It will be the responsibility of Squadron Commanders to submit special orders requests for non-crew airmen selected for flying status. Special orders requests will be forwarded through the Chief of Maintenance to the Director of Personnel. The Chief of Maintenance will indicate his approval or disapproval of personnel selected for flying status each month. The Director of Personnel will determine compliance with the provisions of paragraphs 4b (1), (2), (3), and (4).

4. PROCEDURES: In order to comply with the intent of SAC Regulation 39-9 and USAF Regulation 39-47, the following policy will be adhered to in placing non-crew airmen on flying status.

a. Flying pay will not be awarded for morale purposes or as incentive pay. It will be awarded only as hazard pay for maintenance personnel who are required to participate in frequent aerial flights for the purpose of making airborne adjustments and/or inspection of aircraft components.

b. A maximum of eighty three (83) man-months of personnel on flying status will be authorized each month based on the following assignment of aircraft:

Aircraft	Authorized Aircraft	Ratio of Personnel Per Aged Aircraft	Total Personnel Authorized on Flying Status
B-47	45	1.3	59
KC-97	20	1.2	24

At such times as the wing is below the total number of authorized aircraft, the number of non-crew personnel to be placed on flying status will be altered to correspond with the ratio of personnel to assigned aircraft as indicated in Column 3 above. The total number of non-crew personnel placed on flying status will not exceed this ratio at anytime. Allocation for personnel to be placed on flying status is based on a 30-day man-month, but does not limit utilization of each quota by two (2) individuals for periods of fifteen (15) days each. The total of eighty-three (83) speces for non-crew members is allocated as follows:

(1) Each Bombardment Squadron is allocated 16 spaces for crew chiefs, acting crew chiefs and supervisery maintenance non-commissioned personnel.

(2) The Air Refueling Squadron is allocated 21 spaces for crew chiefs, acting crew chiefs and supervisery maintenance non-commissioned personnel.

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(3) The Armament & Electronics Squadron is allocated 8 spaces for specialists in radar, radio and armament, who are required to fly for the purpose of trouble shooting.

(4) The Periodic Maintenance Squadron is allocated 3 spaces for dock chiefs or other supervisory enlisted personnel who are required to participate in frequent test flights to determine the quality of maintenance being performed in the docks.

(5) The Field Maintenance Squadron is allocated 3 spaces for electrical and/or instrument specialists.

c. Each crew chief, or assistant crew chief, on flying status is directed to fly as an essential member of the test flight crew on test flights made by his aircraft unless otherwise altered by Maintenance Control. Flight line supervisors (line chiefs, flight chiefs and post flight dock chiefs) on flying status will fly in not less than 2 aircraft of their unit per month in order to determine the quality of flight line maintenance being performed by their subordinates.

d. The dock chiefs, who are on flying status, will fly as an essential member of test flight crew on test flights made after periodic inspections when so directed by the Maintenance Control Officer.

e. Other specialists on flying status will fly on missions as scheduled by the Maintenance Control Officer.

f. Airmen on flying status for definite periods will be required to qualify for pay by flying during the period stated in the orders placing them on flying status. Flying time for pay purposes in these instances cannot be made up the following month.

(This Regulation supersedes 306th Bombardment Wing Regulation dated 4 December 1953).

BY ORDER OF THE COMMANDER:

CHARLES R. NELSON
Captain, USAF
Adjutant

OFFICIAL:

Charles R. Nelson

CHARLES R. NELSON
Captain, USAF
Adjutant

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 61)

14 December 1953

DIRECTOR OF MATERIEL - LIEUTENANT COLONEL GILES C AVRITT, 7195A, this headquarters, is assigned as Director of Materiel, 308th Bombardment Wing, Medium, effective 10 December 1953, vice LIEUTENANT COLONEL HENRY M HUDSON, A0483850, during the temporary absence of COLONEL RALPH C JENKINS, 8533A, this headquarters.

BY ORDER OF THE COMMANDER:

CHARLES R NELSON
Captain, USAF
Adjutant

OFFICIAL:

Charles R Nelson

CHARLES R NELSON
Captain, USAF
Adjutant

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FM COMDRAF 2 BARKSDALE AFB LA
TO ZEN/COMDRADIV 4 BARKSDALE AFB LA
JESIL/COMDRADIV 6 MACDILL AFB FLA
JESHN/COMDRADIV 38 HUNTER AFB GA
JESTU/COMDRADIV 40 TURNER AFB GA
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
JESKH/COMDRADIV 806 LAKE CHARLES AFB LA
JWFPD/COMDRBMWG 340 SEDALIA AFB MO
JESPA/COMDR PINECASTLE AFB FLA
ZEN/COMDRSTRATRECONWG 72 RAMEY AFB P R
2AFFG 3199. THE INTENTION OF THIS COMD IS TO MAN ALL CP PSNS ON KB-29 AND KC-97 ACFT W/ 2/LTS CMA RECENT FLY SCH GRADS CMA EFD. DESIRE OFFS BE ASGD DY AS 3D PLTS UNTIL SUFFICIENTLY QUALD TO ASSUME CP DYS. THIS AUTHN PREVIOUSLY GIVEN BY THIS HQ NOT INTENDED TO WAIVE THE RQMTS OF SAC REG 51-19. DESIRE EA ADEE INS THAT SUFFICIENT 2/LT PLTS ARE ASGD TO PERMIT CCR ASGMT NLT 1 JAN 54. PROVIDED ADD RQMTS EXIST CMA NO OF 2/LT PLTS REQUIRED SHOULD BE FURN THIS HQ NLT 10 JAN 54. CCR ROSTERS SHMD AS OF 1 JAN SHOULD IDENTIFY EVERY 2/LT PLT ASGD 2AF STATIONS AS EITHER CP OR 3D PLT ON KB-29 OR KC-97 ACFT, EXCEPT WHERE SURPLUS EXISTS. PROV OF AFR 36-25 PRECLUDE AUTH WAIVER FOR UTILIZATION OF 2/LT PLTS IN OTHER THAN OPNL PSNS IN TAC UNITS.
29/1742Z DEC JESPA

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SSG CHARLES L. ERIE, crew chief of the 375th Bomb Squadron, receives Aircraft Log Book from Brig. Gen. Maurice A. Preston, (right) Commander of the 308th Bomb Wing. Sgt. Erie was honored in brief ceremonies by having Hunter's first B-47 placed in his care. (USAF Photo)

Sgt. Erie Named Crew Chief Of First Hunter Stratojet

In the crowd of military and civilian officials that participated in the arrival of the first B-47 at Hunter, Dec. 31, the only personality who managed to share the limelight with the airplane was not a general or a city councilman, but an enlisted airman.

As soon as the first jet bomber taxied up before the waiting group in front of Base Operations, the plane's commander, Brig. Gen. Maurice A. Preston, Commander of the 308th Bomb Wing, turned it over to its crew chief in a brief ceremony.

The honored crew chief was SSG Charles L. Erie of the 375th Bomb Squadron. As his unit was selected to receive the first B-47, because of its standing as the top operational squadron within the 308th during its last month as a B-29 wing, so Sgt. Erie was chosen because of his outstanding record as a maintenance man.

Major Coyd V. Wakeman, 375th Commander, who selected Sgt. Erie for the honor, stated that the choice was an easy one. The 22-year old Minnesotan has been in the Air Force only three years, but has been a crew chief for a year and a half.

The fact that Sgt. Erie was only an Airman Second Class when he was made a crew chief is an indication of the respect his superiors have in his ability. It is very seldom that a man of that rank is entrusted to supervise the maintenance of a four-engine airplane.

Sgt. Erie has more than lived up to the responsibility. Major Wakeman pointed out that Erie's plane has consistently had more hours in the air than any other in the squadron.

Sgt. Erie and his wife LaVonne currently reside at 120 East 63rd Street, Savannah. They have one daughter, Susan Lynee, age two.

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ARTICLE APPEARED IN THE HUNTER HERALD 13 JAN. 54

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CIVILIAN GUESTS AT ARRIVAL OF B-47

ALTSTAETTER, COL. F.W., USA (ret) First project engineer for base

BUMPAS, E.L., MGR. GEN. OGLETHORPE HOTEL

CAY, JACK JR., Director of Chamber of Commerce

CHEATHAM, FRANK REPRESENTATIVE

CLARK, N. K. - President, Chamber of Commerce

COOK, JACK J. - City Editor, Savannah Evening Press

DEARING, A.K. - Director, Chamber of Commerce

DRISCOLL, Porter - President, Sports Car Association

FISHER, Lt., USAF - Filter Center

FULMER, Otis F. - Mayor, City of Savannah

HARRISON, Joe, Vice-President, C & S Bank

HOULIHAN, James P., Judge, Chairman, CTY Commissioners

HUNTER, Frank O'D, Maj.Gen. (USAF) Retired

JENKINS, H. V., Publisher, Savannah Morning News & Evening Press

LAMBRIGHT, Joseph Jr., Mng. Editor, Savannah Morning News

LATTIMORE, William - Director Chamber of Commerice

LE HARDY, Frank M., - Travis Field

LOVE, Mike, - Mgr. Eastern Air Lines

MAYBERRY, Hugh T., Brig. Gen. U.S. Army - Savh State Docks

MEYER, R. H., Brig. Gen. - Chatham Co. Airport Commission

MC CLURKIN, L. C., - Vice-president, Chamber of Commerce

MC DONALD, W. C. - Director - Chamber of Commerce

METZ, Irving A. - Executive Director, Chamber of Commerce

MYERS, Stephen K. - Military Order of World Wars

ROSSITER, Frank - City Editor, Savannah Morning News

SILVERTHORN, M. H. Maj. Gen. CG, USMC, Parris Island

TARBUTTON, B. J. - President, Central of Ga. Railroad

TIPTON, Ray, - Sale Mngr. Delta C&S Airlines

TRAVIS, Robert J., Meh. Gen. U.S. Army (retired)

WILHOYT, E. E., Col. - U.S. Army- Corps of Eng.

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CIVILIAN GUESTS AT ARRIVAL OF B-47

ALTSTAETTER, COL. F.W., USA (ret) First project engineer for base

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WILHOYT, E. E., Col. - U.S. Army- Corps of Eng.

WOOTEN, Dave, - Mngr. National Air Lines

RADIO STATIONS

WTOC

WJIV

WSAV

WDAR

WFRP

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Dignataries gather at the Hunter Air Force Base Control Tower awaiting arrival of B-47 Jet Bomber which is assigned the 308th Bombardment Wing H.

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Members of the B-47 welcoming group awaiting
arrival of first B-47 which will be assigned
the 308th Bombardment Wing H, Hunter Air Force
Base, Savannah, Georgia

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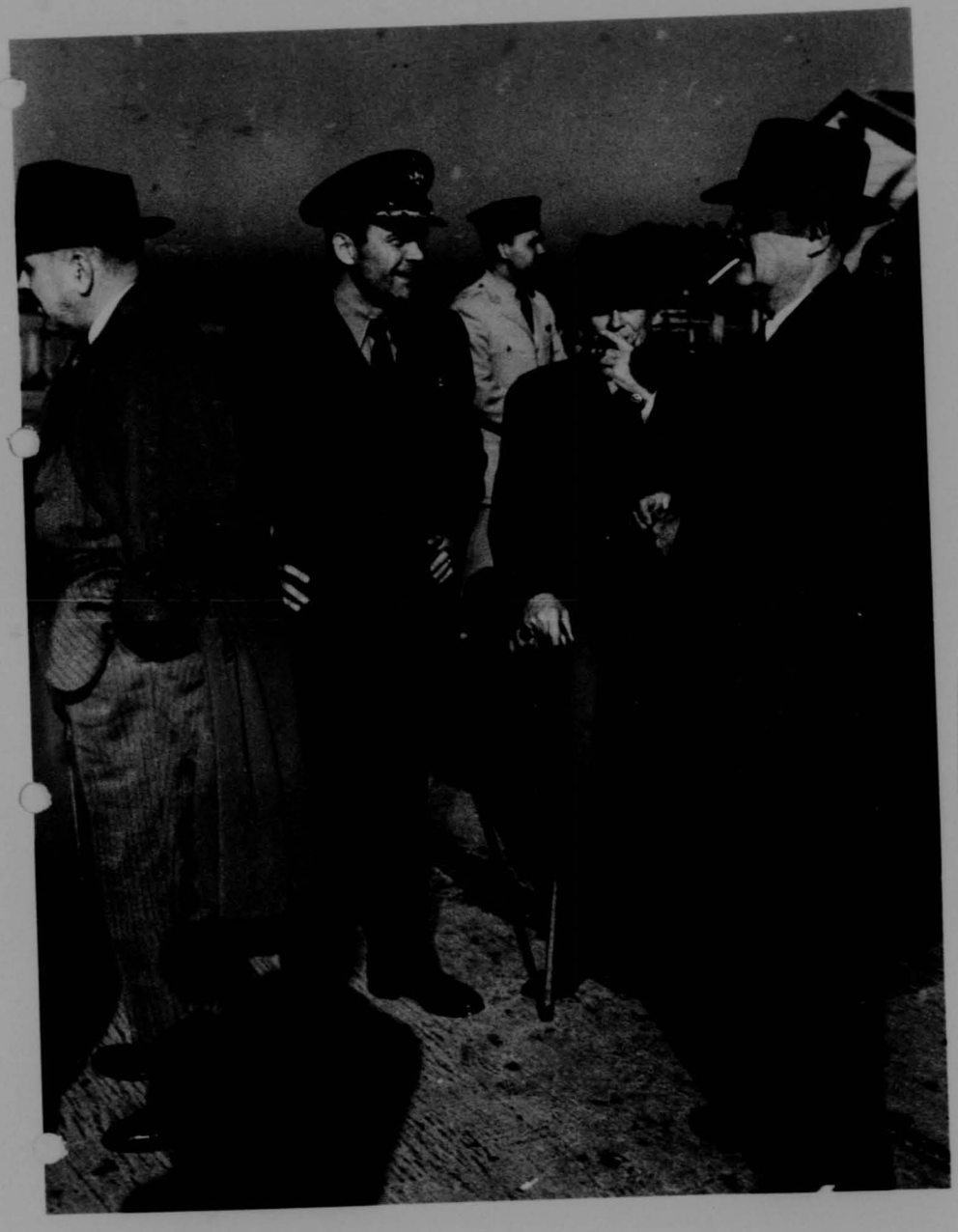
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Brigadier General Joseph J. Nazzaro, Commander, 38th Air Division, left, and Major General Frank O. Hunter, (Retired), right, have a chat awaiting arrival of B-47.

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Left to right: Major General Frank O. Hunter (Retired), Brigadier General, W. A. Preston, Major D. C. VanAtta and Major W. E. Bakel Jr. await arrival of first B-47 to be assigned 308th Bombardment Wing H, Hunter Air Force Base, Savannah, Georgia

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Brigadier General H. A. Preston, right, welcomes Captain Carl J. Weinmeister III, left, as he commanded the flight of the first B-47 to be assigned the 306th Bombardment Wing.

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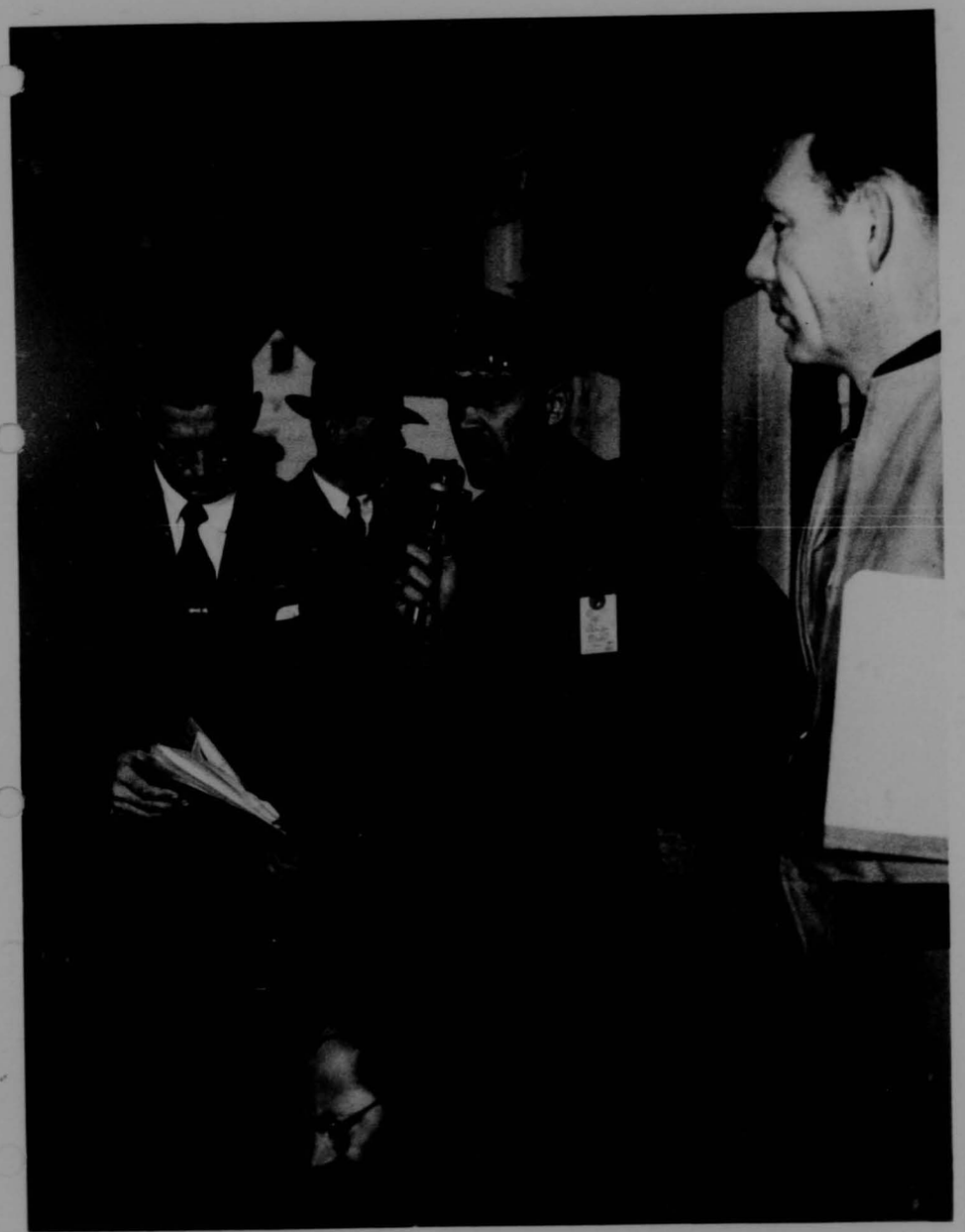
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Brigadier General Joseph J. Navarro, Commander 98th Air Division, speaks to members of the welcoming group on matters concerning the B-47.

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Members of the B-47 welcoming group discuss, view, and tour the first B-47 to arrive at Hunter Air Force Base, Savannah, Georgia. This aircraft is assigned the 308th Bombardment Wing H.

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Brigadier General Maurice A. Preston, Commander 308th Bombardment Wing H, steps down from the first B-17 assigned his organization.

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Major Norman S. Smith, left, and Brigadier General S. A. Preston, right, view one of the six engines on the B-47 Jet Bomber.

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Brigadier General R. A. Preston, Commander,
308th Bombardment Wing H, left, and Major
Norman S. Smith, right, discuss flight plans
prior to a flight in the B-47 Jet Bomber.

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This booklet has been prepared for the benefit of members of the Press and Radio. It is designed to serve as an accurate source of background information on the B-47 Stratojet.

We are also distributing copies to the visitors from Savannah and Chatham County who witnessed the arrival of the 308th Bomb Wing's first Stratojet. We ask you to use it so you can tell your friends and acquaintances of the remarkable capabilities of this new bomber. We trust it will serve as a memento of what we consider an important event in the history of Savannah, Chatham County and the State of Georgia.

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HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

December 1953

The Citizens of
Savannah, Georgia

Hunter Air Force Base, always a key link in the defense chain of the United States, today assumes new importance with the arrival of its first B-47 Stratojet bomber.

Many more of these high-speed bomb carriers will be arriving at Hunter during the next four weeks.

The familiar B-29's of the 308th Bombardment Wing have already disappeared from Savannah skies and the B-50's of the 2nd Bombardment Wing soon will be gone.

In their place will be the unfamiliar Stratojet, which will cause much initial comment. For instance, at low altitudes its six jet engines trail smoke. Many of the uninitiated may think the aircraft is on fire, which is not the case.

The Hunter runway is built so that aircraft land only to the east and west, and careful planning of our traffic pattern, should eliminate most of any annoyance to local residents.

We are very proud of our new Stratojets and hope you will share our pride.

Sincerely,

JOSEPH J. NAZZARO
Brig. Gen., USAF
Commander

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INFORMATION SERVICES OFFICE
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA
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HOLD UNTIL:

THE BOEING B-47 STRATOJET BOMBER

The fastest known bomber in the world, the B-47 Stratojet is a six-jet engine swept-wing bomber being built in quantity for the U. S. Air Force by Lockheed Aircraft Corp. at Marietta, Ga. The Boeing-designed B-47 is also being produced by Boeing Airplane Company at Wichita, Kan., and by Douglas Aircraft Co., Inc., at Tulsa, Okla. Dimensionally the airplane is generally similar to the Boeing B-29 and B-50 Superfortresses.

Most details of the airplane's performance are classified by the Air Force, which describes it merely as a "medium bomber" in the 600 mile-an-hour class. Since the first flight of the original XB-47 on December 17, 1947, its most outstanding achievement has been a record breaking transcontinental flight in which it covered 2,289 miles from Larson (Moses Lake) Air Force Base in central Washington to Andrews Air Force Base, Maryland, in 3 hours and 46 minutes. Average speed for the flight, made February 8, 1949, was 607.8 mph.

The XB-47 which made the record-breaking flight was equipped with six General Electric J-35 engines of 4,000 pounds of thrust each. Production model stratojets utilize six General Electric J-47 engines, which provide more than 6,000 pounds of thrust each. These engines give the B-47 a total of 36,000 pounds of thrust, compared with 24,000 pounds supplied by the original engines of the XB-47.

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The first of the production Stratojet -- designated B-47 -- was rolled from the Boeing Wichita factory on March 1, 1950. The current production model of the Stratojet -- the B-47E -- will be used by the 308th Bomb Wing at Hunter AFB. Production schedules and quantity on order have not been released for reasons of military security. The B-47's are equipped for Boeing-developed "Flying Boom" aerial refueling.

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HOLD UNTIL:

B-47 BREAKS ALL JET DISTANCE AND ENDURANCE RECORDS

All existing distance and endurance records for jet aircraft have been broken by a Boeing B-47 Stratojet bomber, the United States Air Force recently announced.

The new marks were established by a non-stop B-47 flight which covered slightly more than 12,000 miles in 24 hours through the use of in-flight refueling.

The record flight, disclosed recently for the first time, was made last year by a test crew from Edwards Air Force Base, California. The flight was made over the southern and western parts of the United States.

The big six-jet, 185,000 pound B-47 was refueled three times during the 24 hour flight by tanker aircraft. A dummy 10,000 pound bomb was dropped half-way in flight to simulate a long range strategic mission such as the B-47 is designed to fly during time of war.

Crew members of the history-making flight were Lt. Col. Russell E. Scheeh, Capt. Leonard P. Farrell, M/Sgt Chester E. Lee, and Mr. Robert A. Jackson, civilian flight test engineer for Boeing.

A veteran Stratojet test pilot, Scheeh was aircraft commander of an early experimental XB-47 which in 1948 set a new unofficial transcontinental speed record for three hours, 46 minutes on a flight from Moses Lake, Wash., to Andrews AFB, Md. at an average speed of 607 miles per hour.

The Air Force also disclosed that the 306th Bombardment Wing of MacDill AFB, Fla., recently added new laurels to those already held by the B-47, when every plane flown by the 306th on its Florida to

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2. B-47 Breaks Endurance Record - ADD -

England training flight six months ago broke every known West-to-East speed record for crossing the Atlantic. Every plane in the wing made the trip in five hours, 36 minutes or less. The last B-47 to arrive in England made the trip in five hours, 22 minutes, to average 577 miles per hour.

The 306th Wing, the first Strategic Air Command unit to be equipped with B-47s, earlier this year completed an exhaustive exercise designed to test the capabilities of the B-47 under simulated combat conditions.

The first jet flight over the North Pole was also made by an Air Force B-47 more than a year ago.

After take off from Eielson AFB, near Fairbanks, the swept-wing bomber headed over the Artic Ocean toward the Pole, circled the top of the world, and then headed back toward Alaska. Pilot for this historic flight was Col. Richard C. Neeley of Salt Lake City, Utah. Co-pilot was Col. J. G. Foster of New York City, and Radar-Operator-Navigator was Capt. D. J. Haney of Coppernill, Tenn. This flight and the transcontinental flight of 1948 were of a test flight nature since the planes used were not of a combat configuration.

Several Wings of the Strategic Air Command, including the 308th Bombardment Wing of Hunter Air Force Base, Savannah, Georgia, are now converting to jet bombers. At the present time, several Wings of the Strategic Air Command are equipped with the B-47 and are undergoing operational training with the Stratojets.

The B-47 compares in size to the Boeing B-29, is in the 600 mile per hour class and has a combat radius without refueling of more than 1500 miles.

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3. B-47 Breaks Distance and Endurance Records - ADD -

The B-47 is now in quantity production for the Air Force at Boeing's Wichita, Kansas plant, at Lockheed's Marietta, Ga. plant and at Douglas' Tulsa, Okla., plant.

As more B-47s are integrated into operational units, the jet bombers will become the mainstay of the Strategic Air Command, replacing the combat proved, World War II workhorse, the B-29, and its successor the B-50.

The Stratojet which can carry bombs faster and higher than any other strategic bomber in its class, will fill the immediate requirement for an air striking force compatible with the times adapted to greater speeds and higher altitudes.

As a speedy bomber with intermediate range, the B-47 complements the long range bombers now available and gives SAC the ability to strike swiftly and repeatedly from many bases at target systems of great magnitude.

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HOLD UNTIL:

BACKGROUND DATA ON B-47

WHO THOUGHT OF THE B-47?

At the request of the Air Force in 1943, Boeing, along with several other large airplane manufacturers, submitted plans for a jet photo-reconnaissance airplane which could be converted to a bomber. Later an experimental bomber "requirement" was established.

Boeing was the only manufacturer having exclusive use of a high-speed wind tunnel (their own in Seattle) to aid in the development of such a bomber, and early wind tests indicated that a conventional straight-winged design did not use the full potentialities of the new jet engine. Because of this limitation and others relating to jet airplane design, Boeing went slowly. It worked toward a design of the best possible jet airplane for bombardment use and limited itself to paper work, mock-ups and wind tunnel testing, not caring to "sell" the Air Force an airplane that was not believed to be the desired answer.

Boeing found the answer to the wing problem when George S. Schairer, chief of technical staff; George Martin, now chief project engineer, and E. B. Kinnemun, now vibration unit chief, visited Europe shortly after VE Day. German swept-wing data was obtained which appeared feasible. Shortly, paper-proved conclusions were turned over to Boeing project engineers---experts in a large number of fields---and they took it from there. The present configuration of the B-47 is the result of six months of various designs studies. Col. H. E. Marion, then Head of the Bombardment Brandh, Aircraft Projects Section, Operations Office,

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Engineering Division, USAF Material Command at Wright Field, and several other Air Force personal were strong proponents of the swept wing design and were of considerable aid.

HOW DID BOEING GET ITS FIRST ORDER?

With the Air Force decision to modify standard aircraft into reconnaissance versions, preliminary military characteristics for three categories of bombardment airplanes was received from the Air Technical Service Command (now the Air Material Command) in May, 1944. During this time Boeing was doing development work on both medium and heavy bombers and this offered an opportunity to lead toward a program to build an airplane in the medium bomber field.

Several conventional airfoils were tested before the shift to swept-wing design was decided upon. Several proposals and counterproposals on contracts were made, and late in 1945 a definite fixed price contract, covering all phases of the XB-47 program was agreed upon, calling for development, design, construction and testing of two of the airplanes.

Boeing got the experimental order when it appeared to the ATSC that a swept-wing bomber might have considerable possibilities. Because of the many unknowns and newness of this unique application of the swept-wing to a bomber, the Air Force took considerable time before accepting the first experimental plane. The production order followed after it had been demonstrated in flight that the airplane was practical and had achieved more than its expected performance.

However, following the first successful test flights of the XB-47, the Air Force and Boeing found themselves in something of a quandry.

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They had a fast, versatile airplane with good range for a jet, but less than that demanded for long-range bombing. The XB-47 did exceed performance in one Air Force requirement---speed---but did not fall into the range category in another. But with the performance of the B-47 so outstanding and with thinking changed to indicate a need for both long and medium range bombers, plus the fact that with new engines, the XB-47 could meet medium bomber requirements, the order to go into production came through.

HOW MUCH MONEY DID THE FIRST DEVELOPMENT ORDER INVOLVE?

Approximately $10,000,000 paid in installments.

WHO TESTED THE FIRST XB-47?

Robert M. Robbins and the late Edward Scott Osler were Boeing Project Test Pilots. Again, however, many persons were involved---flight crews, ground crews, flight test analysis, etc. The date of the first flight, Dec. 17, 1947, was just 44 years to the day after the first flight of a heavier-than-air machine at Kitty Hawk, N.C.

HOW LONG DID THE TESTS TAKE?

After seven months of company testing, the first XB-47 was turned over to the Air Force, July 18, 1948, for check tests, and delivered December 3rd following acceptance tests. As with other military aircraft, testing continues indefinitely---a standard procedure to continued growth of the airplane.

WHO DECIDED TO ORDER THE B-47 FOR PRODUCTION?

The decision to place the B-47 in production was made by the USAF Senior Officers Board. The directive to AMC to negotiate the contract

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came from the Deputy Chief of Staff, Materiel, Hq. USAF with the knowledge of the Joint Chiefs of Staff.

HOW MANY B-47's WERE ORDERED?

First production order was published as ten A's, later order for five B's also published officially.

HOW MUCH OF THE B-47 WAS GOVERNMENT FURNISHED?

The airframe cost may account for as little as one-half or less of the total cost of the finished airplane. The balance goes directly to the manufacturers of "government-furnished property", such as engine, radar, wheels, tires, armament, flight instruments and other accessories.

Parenthetically, it should be pointed out that on a volume basis, probably no other company in the aircraft industry does as much subcontracting as Boeing. On the Air Force funds received for procurement of B-47 bombers, approximately 45 percent is diverted to sub-contractors. Beyond this, another 16 percent goes to suppliers of finished parts such as valves and electric motors, and one-half that much to raw material suppliers. In all, more than 72 percent of the airframe cost (not including government furnished parts) of the B-47 goes to companies other than Boeing.

WERE THERE OTHER AIRPLANES MEETING MEDIUM BOMBER REQUIREMENTS THAT THE AIR FORCE COULD HAVE BOUGHT WHEN THEY PICKED THE B-47?

Three other companies were ready with jet bombers, None, however, proved to be in the same class as the XB-47 in either performance or range.

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HOLD UNTIL:

B-47 FACTS AND FIGURES

Exact production rates and delivery schedules for the B-47 Stratojet program are classified military information, but an Air Force official disclosed at a recent press conference, that Boeing-Wichita was turning out B-47s at the rate of "better than one per (working) day." The Lockheed-Marietta production rate is unknown at this time.

The B-29 at the close of World War II cost $600,000 each. The B-47 at present costs roughly $2,000,000 each.

There are more than 1,000 vacuum tubes in the B-47, ranging in size from the diameter of a lead pencil and 1¼ inches long to a diameter of 2¼ inches and 9½ inches long. They range in cost from 56 cents to $681 each.

Approximately 27 miles of Boeing-assembled wiring is installed in each B-47. This total includes some 14,000 individual wires of assorted sizes made up into 625 wire bundles. Largest of these bundles contains more than 24,500 feet of waring. These totals do not include the wiring within government-furnished equipment which goes into each B-47.

There is sufficient air conditioning in each B-47 to air condition five five-room houses and enough heating capacity for the Stratojet's cabin heating and de-icing system to heat 22 five-room houses.

The B-47 is about twice as fast as the B-17 Flying Fortress, weighs about three times as much and yet has a wing span of only 13 feet more that the B-17. The fuel alone in the B-47 weighs more than a B-17 fully loaded for combat in World War II.

Boeing purchases 15,000 material airframe parts, 55,000 non-air-

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2. B-47 FACTS AND FIGURES -ADD-

frame parts, 8,000 outside production items --- a total of 78,000 items, all of which must come into the plant at times consistent with flow times for mating of parts fabricated either at Boeing or by others. Over 8,000 items are sub-contracted to 432 companies in 32 states.

The Stratojet must meet temperature changes of something like 120 degrees above zero to about 65 degrees below zero.

Wing and tail surfaces of the B-47 have a sweep-back of 35 degrees. The wing deflects 16 inches at 185,000 pounds gross weight condition. In static tests, wing tips were deflected through a 20 foot arc without damage.

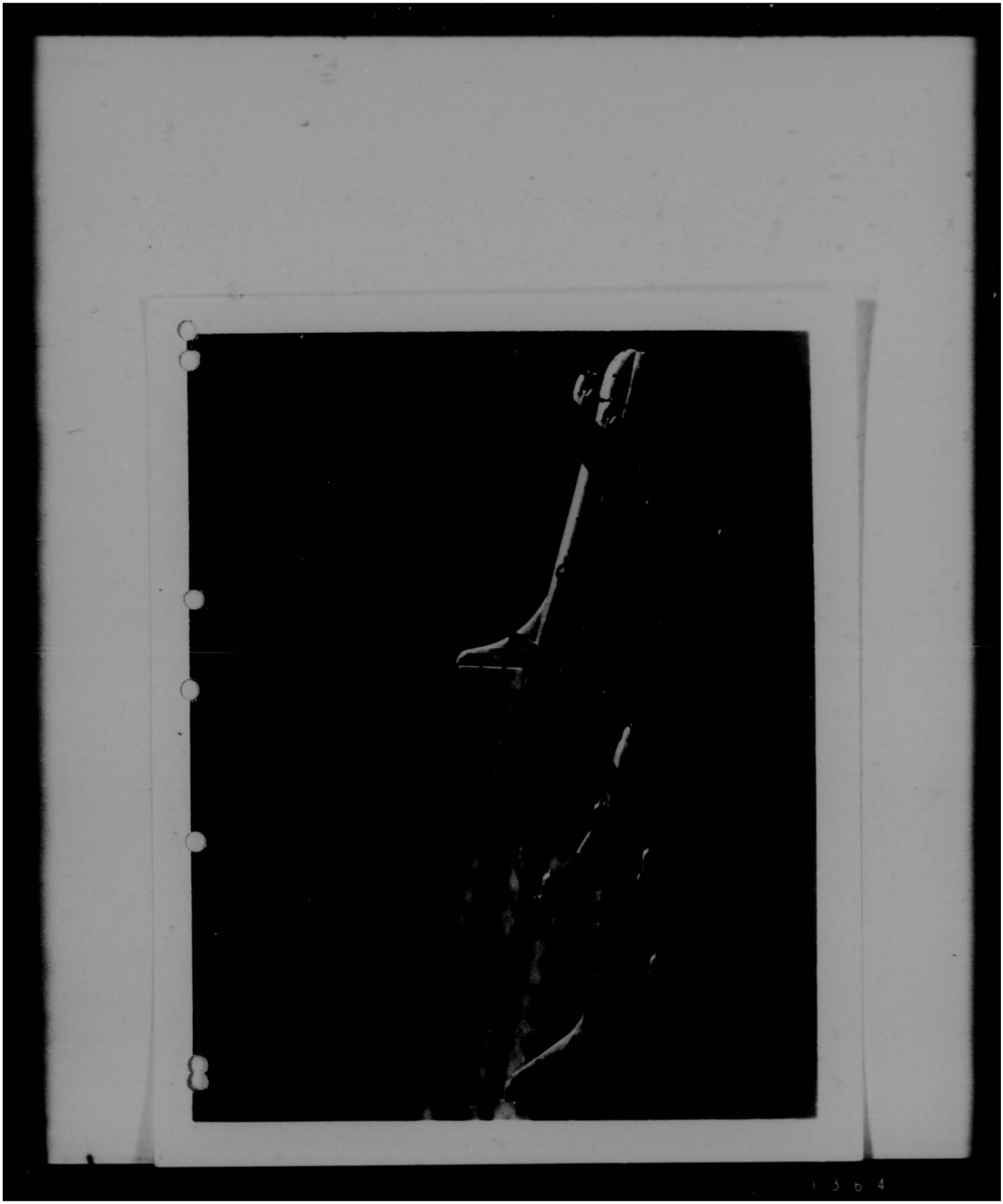
Wing skin on the B-47 tapers from 5/8 inch at the thickest point (where wing joins body) to 3/16 inch at wing tip. Heaviest wing skin on the B-29 was 3/16 inch.

There are 415 different aluminum alloy forgings in each B-47.

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Hold Until:

Savannah Morning News - Evening Press

The B-47 Stratojet bomber --- Uncle Sam's mightiest air weapon --- has been assigned to Savannah's Hunter Air Force Base.

The first of the sleek, six-jet, swept-wing medium bombers arrived today. They have been assigned to the 308th Bombardment Wing, replacing that organization's famed B-29's, and will eventually replace the 2nd Bomb Wing's B-50's.

Rated in the 600 mile-an-hour class, the speedy Stratojets are America's first line offensive weapon.

Their arrival marks the first use of tactical jet aircraft at Hunter Air Force Base.

Piloted by Brigadier General Maurice A. Preston, the 308th Commander, the first of the three bombers landed at its new home this afternoon after a flight from Barksdale Air Force Base, LA.

The plane and its crew were greeted upon arrival by Brig. General Joseph J. Nazzaro, Commander of the 38th Air Division at Hunter, Colonel Henry J. Amen, the Base Commander, Colonel Osce V. Jones, Acting Commander of Hunter's 2nd Bombardment Wing, and other division, wing, and base officers.

With the advent of the B-47, Savannah becomes an even more important and bigger part of the U.S. military and defense picture.

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These are the air weapons that would strike back with deadly swiftness in retaliation of an aggressor's attack. These are the weapons that would take a 20,000 plus bomb load at jet speed to a ceiling of over 40,000 feet with an intercontinental range to destroy the war potential and capabilities of an attacking enemy.

The B-47 has a crew of only three men---a pilot, co-pilot and a navigator-bombardier. Depending on its speed for defense, the big bomber carries two 20mm cannon mounted in a tail turret.

Two unusual features of the B-47 are its landing gear and the drag chute.

a. The landing gear has dual main wheels in tandem under the fuselage with single outrigger wheels near the wingtips.

b. The drag chute is a large parachute which is released from the tail of the B-47 on short or slippery runways. The chute reduces the fast landing speed of the bomber and saves wear and tear on brakes and tires.

The 92½ ton Stratojet is powered by six J-47 turbojet engines rated at 5,900 pounds thrust each and has provisions for 18 integral jet assisted takeoff (JATO) units rated at 1,000 pounds thrust each.

Since the first flight of the original XB-47 on Dec 17, 1947, the Stratojet has spanned the U.S. in three hours and 46 minutes at an average speed of 607.8 miles per hour and made several mass Atlantic Ocean crossings on SAC global training missions, smashing speed records both ways at average speeds of upwards of 577 miles per hour, and established all kinds of speed, distance and endurance records for big jet aircraft.

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HOLD UNTIL:

OBSERVER LAUDED AS "MOST IMPORTANT MAN"
IN STRATOJET COMBAT CREW

If you care to take it from a man who should know, the pilot and co-pilot - long holders of all flying popularity contests - are strictly secondary when compared to the third member of the crew of Strategic Air Command's Boeing Stratojets.

The new title holder - the observer - is tabbed by Brigadier General M. A. Preston, Commander of the 308th Bombardment Wing at Hunter AFB, here in Savannah, and himself a Command Pilot, as "a mighty important guy in the airplane".

The entire three-man crew of the 185,000 pound, 600 miles-per-hour B-47 are among the most highly trained specialists in the Air Force. But, as General Preston states, "the observer is a blue-plate passenger".

"He rides up there in the nose of a B-47 and navigates and handles radar and drops the bombs," he said. "We have the Boeing plant, and the Marietta plant here in Georgia, backed by a lot of other factories, building B-47's. We have a huge training program. We spend billions of dollars. Then we rely almost entirely on this individual for the accurate placement of the product. If he doesn't do a perfect job, then most of this country's effort has gone down the drain. How can you find a man with a more important job than that.....anywhere?"

Major William Rakel, Chief Observer of the 308th Bombardment Wing, explained this job as a "needle-and-haystack routine."

"However, before he can start looking for the needle he has to find the haystack - a city which may be thousands of miles inside strange

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territory," Rakel said. "After that, he starts looking for the needle. That needle is his specific target".

"To give an idea of how complex this business gets," he continued, "take a simple thing like paint. Different bases of paint on buildings in the target area will reflect in assorted ways on a bomber's radar screen. Images of a railroad terminal or an airfield will vary depending upon the number of trains in the yards or planes on the apron."

From high altitude, night or day, Rakel said, the observer must be able to distinguish between land and water, steel and concrete, residential and industrial areas, farm land and wooded sectors. He must be able to do it in a hurry, too. In a 600 miles-per-hour airplane such as the B-47, he only has seconds over the target. Those seconds pass quickly as he takes over brief command of the aircraft, and in them he must make his decisions. He must spot his needle in the haystack, drop his bombs, and turn the plane back to the Aircraft Commander.

During their continous training, observers of the 308th will fly a number of long-range missions with their Stratojets, making both actual and simulated bomb runs. The Aircraft Commander and Pilot will practice formation flying, and will work closely with their tanker teammates on the KC-97 Stratofreighters of the 308th Air Refueling Squadron.

In the process, the crews will find their way over new territory and new cities. The blue-plate boys will look for strange needles in strange haystacks over most of the United States and later over selected parts of the world when they train from overseas bases.

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HOLD UNTIL:

THE BOEING B-47 STRATOJET

Georgia built at Lockheed's Marietta plant, the Boeing B-47 Stratojet bomber---Uncle Sam's mightiest air weapon---has been assigned to the Strategic Air Command's Hunter Air Force Base at Savannah.

The first of the sleek, six-jet, swept-wing medium bombers arrived at the important SAC base today for assignment to Hunter's 308th Bombardment Wing.

The B-47's are replacing the 308th's famed B-29 Superfortresses.

Rated in the 600 mile-per-hour class, the Stratojet's arrival at Hunter marks the first use of tactical jet aircraft at the installation and the first use of aircraft of this type in the state.

Piloted by Brigadier General Maurice A. Preston, the 308th Commander, the first of the three Stratojets which landed today touched down at Hunter this afternoon after a flight from Barksdale Air Force Base, La.

The plane and its crew were greeted upon arrival by Brig. General Joseph J. Nazzaro, Commander of the 38th Air Division at Hunter, Colonel Henry J. Amen, the Base Commander, Colonel Osce V. Jones, Acting Commander of Hunter's 2nd Bombardment Wing, and other division, wing and base officers.

Jet age sister of the B-29 it is replacing, the B-47 stretches one hundred and six feet eight inches from its football

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shaped nose to the tip of its pointed tail. The swept wings are 116 feet from tip to tip and sweep back 35 degrees.

The Stratojet is powered by six J-47 turbojet engines rated at 5,800 pounds thrust each and has provisions for 18 integral jet assisted takeoff units. It has a range of 3,000 miles, a ceiling of over 40,000 feet and can carry a bomb load of more than 20,000 pounds. It is armed with two 20mm cannon in a tail turret.

As the Strategic Air Command's iron fist, the B-47 is taking its place along side the huge intercontinental B-36 and the famed B-29 and B-50 Superfortresses.

Since the first flight of the original XB-47 on Dec. 17, 1947, the Stratojet has spanned the United States in three hours and 46 minutes at an average speed of 607.8 miles per hour and made several mass Atlantic Ocean crossings on SAC global training missions, smashing speed records both ways at average speeds of upwards of 577 miles per hour and established all kinds of other speed, distance and endurance records for big jet aircraft.

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HOLD UNTIL:

Atlanta Journal---Atlanta Constitution

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The Stratojet is powered by six J-47 turbojet engines rated at 5,800 pounds thrust each and has provisions for 18 integral jet assisted takeoff units. It has a range of 3,000 miles, a ceiling of over 40,000 feet and can carry a bomb load of more than 20,000 pounds. It is armed with two 20mm cannon in a tail turret.

As the Strategic Air Command's iron fist, the B-47 is taking its place along side the huge intercontinental B-36, and the famed B-29 and B-50 Superfortresses.

Since the first flight of the original XB-47 on Dec, 17, 1947, the Stratojet has spanned the U.S. in three hours and 46 minutes at an average speed of 607.8 miles per hour and made several mass Atlantic Ocean crossings both ways at average speeds of upwards of 577 miles per hour and established all kinds of other speed, distance and endurance records. for big jet aircraft.

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INFORMATION SERVICES OFFICE
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

Phone 44461, Ext. 120

HOLD UNTIL:

In the crowd of military and civilian officials that participated in the arrival of the first B-47 at Hunter Air Force Base_____ the only personality who managed to share the limelight with the airplane was not a general or a city councilman, but an enlisted airman.

As soon as the first jet bomber landed and taxied up before the waiting group in front of Base Operations, the plane's commander, Brigadier General M. A. Preston, Commander of the 308th Bomb Wing, turned it over to its crew chief in a brief ceremony.

The honored crew chief was Staff Sergeant Charles L. Erie of the 375th Bomb Squadron. As his unit was selected to receive the first B-47 , because of its standing as the top operational squadron within the 308th during its last month as a B-29 wing, so Sgt. Erie was chosen because of his outstanding record as a maintenance man.

Major Coyd V. Wakeman, 375th Commander, who seledted Sgt. Erie for the honor, stated that the choice was an easy one. The 22-year old Minnesotan has been in the Air Force only three years, but has been a crew chief for a year and a half.

The fact the Sgt. Erie was only an Airman Second Class when he was made a crew chief is an indication of the respect his superiors has in his ability. It is very seldom that a man of that rank is entrusted to supervise the maintenance of a four-engine airplane.

Erie has more than lived up to the responsibility

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bestowed upon him. Major Wakeman pointed out that Erie's plane has consistently had more hours in the air than any other in the squadron.

Sgt. Erie is the son of Mr. and Mrs. Martin Erie of Clarksfield, Minn. He graduated from Clarksfield High School in 1950 and is married to the former La Vonne Klingbile of Granite Falls, Minn. They have one daughter, Susan Lynne, 2. The Eries currently reside at 120 East 63rd Street, Savannah.

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DISPOSITION FORM

SUBJECT: Flight Service Lecture and A-3 Training

TO: 2WG/CDR
3WG/CDR
ABG/CDR

FROM: ADDO/MAJ WHITE

DATE: 9 Dec 53

1. Reference 2AF message 2AFOTG 2548 and SAC message DOTRG 36543 dated 21 November 1953 and 27 October 1953 respectively, Flight Service Lecture Team and A-3 Life Boat Training for personnel concerned, the following schedule will apply. All previous schedules will be disregarded.

a. 18 December 1953, 1300 - 1500 Hours, Base Theater. A color film (45 minutes duration) on the A-3 Life Boat will be shown. A lecture by the Flight Service Lecture Team will follow the film.

b. 19 December 1953, 0800-1000 Hours, 49th Bomb Squadron Briefing Room. The Flight Service Lecture will be repeated for the benefit of all who were unable to attend on 18 December 1953.

c. 19 December 1953, 1000 - 1100 Hours, Base Theater. The A-3 Life Boat film will be repeated for the benefit of all who were unable to attend on 18 December 1953.

FOR THE COMMANDER:

/s/GEORGE L. NEWTON, JR.
/t/ GEORGE L. NEWTON, JR, Col, USAF
Director of Operations

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FM COMDRAF 2 BARKSDALE AFB LA

TO JESHN/COMDRADIV 38 HUNTER AFB GA

R E S T R I C T E D/ 2AFOTC 3169. ADDEES ARE ALOTTED THE FOLG PRIORITY I OR II SPACES /2AFR 50-17/ FOR ADV SURVL SCH. FOR CL RPTG NLT 1200 HRS PST 6 DEC 53 CLN 306TH BW, 7 SPACES SCLN 308TH BW, 9 SPACES SCLN 26TH BW, 9 SPACES SCLN 91ST SRW, 9 SPACES SCLN 44TH BW, 6 SPACES SCLN 68TH BW, 6 SPACES SCLN 301ST BW, 6 SPACES SCLN 72D SRW, 22 SPACES. PROV OF SAC REG 53-1, 27 MAY 52 WILL APPLY. TRANS DIV, THIS HQ, WILL ARRANGE FOR TRANS OF STUS TO AND FROM STEAD AND WILL ADVIS SURVL A/L PROJECT OFFS CONCERNED MODE OF TRANS TO BE UTILIZED ASAP. HOWEVER, INDIV BASES MAY BE REQUIRED TO TRANS THEIR STUS TO A CENTRAL POINT FOR CONSOLIDATED AIR PICKUP. REQ EA BASE SCH ONE C-47 ACFT OR EQUIVALENT FOR THIS PURPOSE ON 5 DEC 53. REQ QUOTAS BE UPHELD TO EXACT NO IN CASE CHARTERED COML ACFT IS USED. COMDRS ARE ENCOURAGED TO APPOINT STAND BY STUS WHO WILL REPLACE SELECTED STUS THAT CANNOT DEPART DUE TO UNFORESEEN EXIGENCIES. SAC FUNDING NO ST-1 APPLIES. FIVE CYS OF SO'S DETAILING PERS TO THIS CRSE W/B FWDD TO COMDR, 3904TH COMP WG, STEAD AFB, NEV TO ARR NLT FIVE DAYS PRECEDING CL STARTING DT. ANTICIPATED DATE OF COMPLETION IS 22 DEC 53.

27/1548Z NOV JESBA

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DOT 353 27 November 1953

SUBJECT: December Master Ground Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for December. The following priority will be observed during the month for all ground training items: (1) Flying Safety, (2) B-47 MTD when programmed, (3) Advanced Survival, (4) altitude Chamber Indoctrination and refresher, (5) SAC Regs 50-43 and 51-19 ground training items when programmed, (6) Synthetic Trainers, and (7) other ground training items depending upon the number of personnel available for utilization.

2. Subjects listed with an asterisk (*) are applicable to all squadrons. The remaining subjects, with minor exceptions, apply only to the four tactical squadrons.

3. It is imperative that all suspense dates in the schedule be met when submitting names of personnel to attend the various on or off-base training courses. Any cancellations, changes, deletions, etc., will be made through the Wing Ground Training Section.

BY ORDER OF THE COMMANDER:

FRANCIS E. WINGET
Lt. Col., USAF
Director of Operations

1 Incl
December Grnd
Trng Schedule

DISTRIBUTION:

18 ABTF	10 3DOT
1 3WCO	1 3DOF
1 3WDCO	1 3DOS
2 3WADJ	1 3DOSO
1 3DP	1 3DOECM
2 3DO	1 3DOG
1 3DOO	2 3DM
1 3DOA	1 3WCGP
1 3DOI	1 ea Sq Cmdr
1 3DOC	1 ea Sq Ops/Off
1 3DOP	2 ea Sq Trng/Off
1 Base Chaplain	

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308TH BOMBARDMENT WING M
December Master Ground Training Schedule

*1. Management: The Base Management Training program is in process of being revised. Materials and information will be forthcoming at a later date.

*2. ABC Defense and Annex II: The basic six-hour course will be given to all new personnel prior to 31 Dec 1953. Personnel who have had the basic course prior to 1 January 1953 will be given a two-hour refresher. This is an annual training commitment and as such should reflect 100% completion by 31 December 1953.

*3. ABC Defense - Annex I: This training applicable to special teams (First Aid, Anti-incindiary, Decontamination, etc.,). Squadron ABC Officers will insure that all team members are briefed on procedures to be utilized in the event of a Base Alert.

*4. Basic Weapons: Squadrons will continue to schedule periods of small arms firing as necessary. The firing range may be scheduled by calling the Base Training Aids Section, Ext. 342. This is an annual training requirement for all military personnel.

*5. Flying Safety: Schedule will be forthcoming from 3DCT.

6. Physiological Training: One quota for this training is available for the wing on 17 December 1953. Personnel attending will have in their possession oxygen mask and helmet. Arrangements have been made with the Flight Surgeon to examine personnel each Tuesday at 1300 hrs before departing for the Chamber. Personnel attending this training will have a 1400 station time at Base Operations on Wednesday, 16 December 1953, unless otherwise notified.

7. Physical Conditioning: For Phase I and II (Exercises and Judo) training, see attached schedule D. Training officers will become familiar with the provisions SAC Regs 50-2 and 50-51 which govern the conduct and reporting of this training respectively.

8. Code: See attached schedule B.

9. First Aid: The following is quoted from Supl V, 2AFR 50-6, "When proficiency is established by documented written test prepared by medical agencies, hours of required training need not be accomplished." First Aid tests may be obtained from the Air Base Training Flight. This is an annual requirement.

10. Basic Survival: This wing has one class starting on 14 December 1953. A limited number of students may be enrolled in the class starting on 7 December if necessary. Roster of personnel to attend this training will be in the Wing Training Section on Friday preceding the class starting date and will include the following information: Name, Rank, Serial Number, Crew Position, and Security Clearance.

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11. Operation and Movement of Aircraft on the Ground: This is a semi-annual training requirement and should reflect 100% completion at the end of the year. Squadrons will make arrangements for personnel to be tested with the Base Motor Vehicle Training School. Pilots are exempt from this training.

12. Synthetic Trainers: See attached schedules A and B.

13. Night: See attached schedule C.

14. Intelligence: No further wing-level training is planned during the remainder of 1953 for combat crew personnel.

15. Basic Instrument School: One instrument course is scheduled on 17 and 18 December in Building 916. Class will start at 0800 hrs and finish at 1630 hrs each day. Pilots whose instrument cards are due to expire within sixty days of the above days will be scheduled for this course. Names of personnel to attend will be forwarded to the Wing Ground Training Section in duplicate not later than two working days prior to class starting date.

16. Special Weapons: Schedule will be forthcoming at a later date.

17. Character Guidance:

373rd, 374th, 375th, and 308th Air Mfg Sqdn

1300 hrs, Friday 4 Dec 53
1000 hrs, Saturday 12 Dec 53

306th FB, H, Med, and Hdqts Squadrons

1000 hrs, Saturday 5 Dec 53
1300 hrs, Friday 11 Dec 53

Lectures will be conducted in the Base Theater, Base Chapel in conducting. All military personnel will attend one lecture per month, ref 2AFR 165-1.

18. Advanced Survival: One quota is available on 6 December 1953. The 373rd Bomb Squadron will furnish six men and the 375th Bomb Squadron three. For this and all future quotas to Advanced Survival training, list of personnel to attend will reach the Wing Ground Training Office ten days prior to departure date. Personnel attending this training must have in their possession a Basic Survival Progress Check Sheet or equivalent thereof and a copy of appropriate special orders. All baggage will be weighed and tagged at Base Operations prior to boarding aeft.

A. LINK TRAINER SCHEDULE

306th Air Mfg Sqdn - 1300-1400 hrs each Monday, Wednesday, and Friday the entire month of December. (P-3 or C-8 Trainer).

373rd, 374th, and 375th Bomb Squadrons will schedule Link Training by request through 306T, Ext 575.

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B. CODE SCHOOL SCHEDULE

The Code School will be open daily between 0800-1200 hours for use of personnel of both wings. The Code School can handle a maximum of 25 men at one time.

C. SKEET SCHEDULE

Dates	1300-1500 hrs	Dates	1300-1500 hrs
1 Dec	373	11 Dec	373
2 "	374	14 "	374
4 "	375	15 "	375
7 "	373	16 "	373
8 "	374	18 "	374
9 "	375		

NOTE: Six is the minimum number that will be accepted for this training. The Training Ground Training Section will be given 24 hours notice of any cancellation. No skeet will be conducted on any Thursday during the month of December. Personnel other than combat crew members will not be scheduled for skeet at any time, ref Suppl XXIII, 2AFR 50-6.

D. PHYSICAL CONDITIONING SCHEDULE

Dates	0900-1000 hrs	Dates	0900-1100 hrs
1 Dec	374	15 Dec	374
2 "	375	16 "	375
3 "	ARS	17 "	ARS
7 "	373	21 "	373
8 "	374	22 "	374
9 "	375	23 "	375
10 "	ARS	28 "	ARS
14 "	373	29 "	373
		30 "	374

Above periods will be used in the Scan Room for Phase I or Phase II exercises or Judo) training as outlined in SAC Reg 50-2. Periods in addition to the above may be scheduled through 3DOT if necessary.

E. LORAN TRAINER SCHEDULE

Periods for use of this trainer will be scheduled by request through 3DOT. Reference Suppl XV, 2AFR 50-6, 1241's 1524's and all single rated observers are required to accomplish one (1) Loran calibration check semi-annually.

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MISSION 1

FLIGHT PLAN (MISSION PLANNING)

O.W. 82,000 Lbs. F.W. 68,000 Lbs. G.W. 150,000 Lbs. Cr Fd Lgth 6350 Ft. Number ATO_____Btls Runway Lgth 10,500 Ft.

T.O. Gr Run 5450 Ft. Temp 60 F T.O. Speed 139 K Cr Eng Fail Speed 133 K A.T.O. Fire_____A

Flight Plan Computed at Optimum Altitude, Mach. .74

FROM: TO:	T.C.	WIND DRIFT	T.H.	VAR.	M.H.	Temp ALTITUDE	TAS	G.S.	DIST ACC. DIST	TIME SEGS TIME	FUEL FLIGHT PLAN FUEL REQ'D	FUEL FLIGHT PLAN GROSS WEIGHT
											68,000	150,000
T.O.										:03	3,500	3,500
										:03	64,500	146,500
HUNTER AFB (32 02'N										:03	1,760	1,760
SAVANNAH OMNI (81 14'W	278					10,000				:06	62,740	144,740
SAVANNAH OMNI (30 26'N									97	:13	4,240	4,240
JAX'VILLE OMNI (81 32'W L/O	190					35,000				:19	58,500	140,500
JAX'VILLE OMNI (27 41'N									177	:26	4,000	4,000
VERO BEACH OMNI (80 29'W	162					35,800				:45	54,500	136,500
VERO BEACH OMNI (CONT DTA									32	:04	600	600
OKEECHOBEE (	215					35,900				:49	53,900	135,900
OKEECHOBEE (27 14'N									29	:04	500	500
LAKE CHILDS (81 22'W (IP)	270					36,000				:53	53,400	135,400
LAKE CHILDS									72	:10	1,500	1,500
TAMPA (RBS)	309					36,100				1:03	51,900	133,900
										2:50	23,200	23,200
(2:50 TAMPA RBS)						40,000				3:53	28,700	110,700
TAMPA									75	:11	1,500	1,500
OCALA	102					40,400				4:04	27,200	109,200
OCALA									61	:08	950	950
ST AUGUSTINE	044					40,500				4:12	26,250	108,250
ST AUGUSTINE									126	:18	2,150	2,150
SAVANNAH OMNI	002					41,000				4:30	24,100	106,100
OCALA IP									74	:10		
TAMPA	193											
ST CLOUD IP									64	:09		
TAMPA	255											

TRUE COURSES TO RBS SITES ARE TO CENTER OF TOWN AND WILL DIFFER SLIGHTLY TO TARGETS CHOSEN.

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CAA REPORTING GUIDE

AC: _____ DATE: _____
CALL SIGN: _____ MISSION (1)

LOCATION	REPORT TO	UHF/CHAN	FREQ
1. Taxis, Takeoff Info	Hunter Tower	1	236.6
2. After Takeoff	Savannah Radio	5	255.4
3. After Contacting CAA	Behold Control	6	341.4
4. Aboam Daytona Beach	Daytona Beach Radio	T-5 R-VOR	255.4 135.0
5. App. Tampa	Tampa Radio	T-5 R-VOR	255.4 135.0
6. Report to Tampa Radio Every 30 Mins. While in RBS Area			
7. Dep. Tampa	Tampa Radio	T-5 R-VOR	255.4 135.0
8. Aboam Jacksonville	Jacksonville Center	5	255.4
9. Aboam Brunswick	Savannah Radio	5	255.4
10. After Clear CAA	Hunter Tower Hunter GCA	1 17 18	236.6 335.8 289.4

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NOTE: Position reports IFR (Above 17,200') Maintain a listening watch on CAA frequency and report to CAA radio at least every 200 miles over fixes named in flight plan and as requested by ARTC.

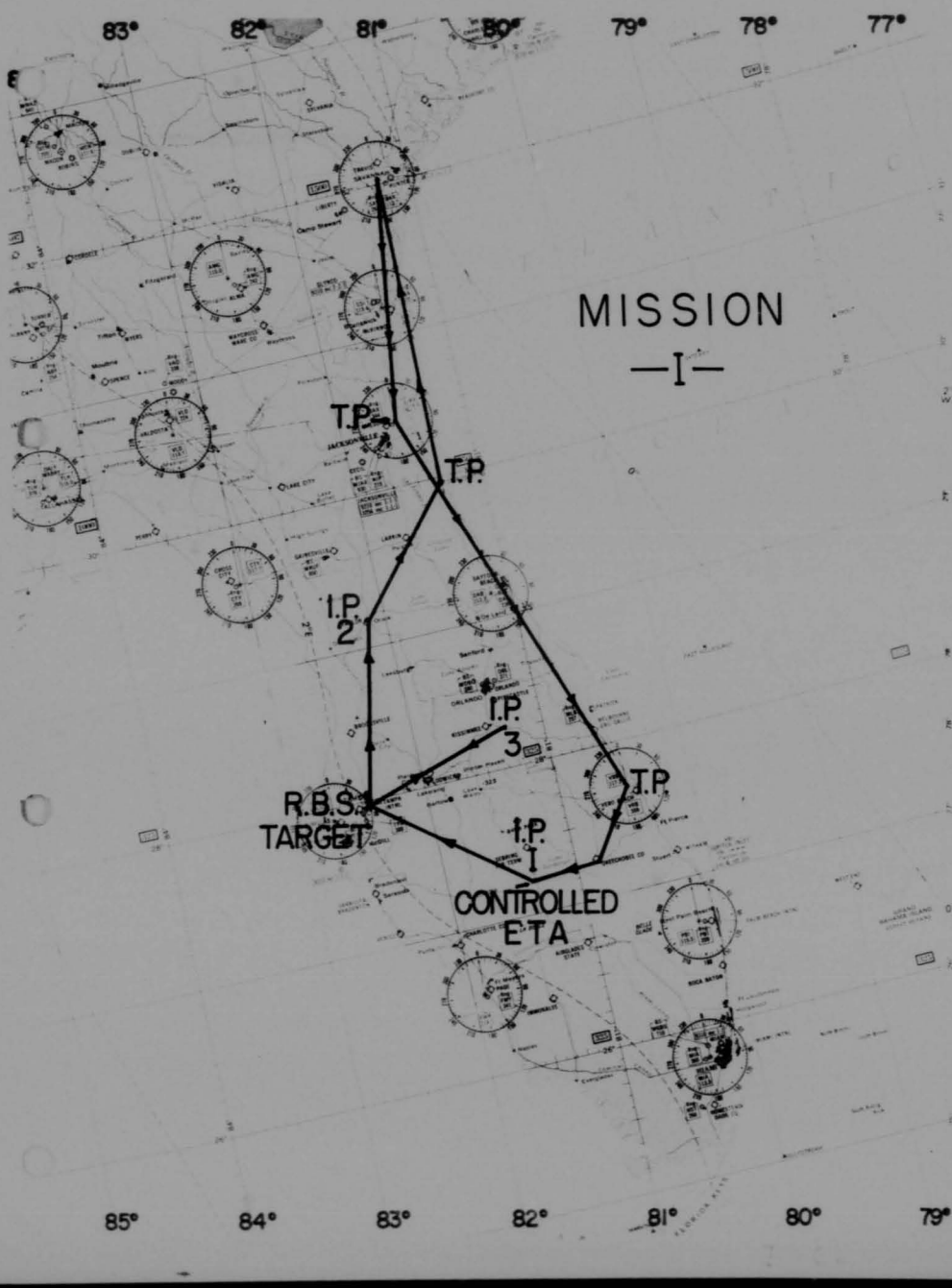
(Refer to RADIO FACILITY CHART——Pilot Procedures With Flight Service, etc).

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MISSION ACCOMPLISHMENT REPORT

____ Bombardment Wing M

A/C _____ ETD _____ ATD _____ CREW _____ ETD _____ ACFT TAIL NO _____

DATE _____ ATA _____ MISSION NO _____

REQUIREMENTS	BOMBING								NAVIGATION								AIR REFUELING										PILOT PROFICIENCY					
	Radar RBS		Visual RBS		Sim Rad Attacks		Sim Vis Attacks		Nite Cel		Day Cel		Radar Legs		Grid Legs		Radar Rends	Net Hookup	Jet Hookup Gross Wt 180000		High Gross Wt 190000		Indiv Hookup		Mass Hookup		Hours Plt Prof	Take Offs		Landings		A T O Takeoff
	P	R	P	R	P	R	P	R	P	R	P	R	P	R	P	R			Day	Nite	Day	Nite	Day	Nite	Day	Nite		AC	P	AC	P	
SHORTAGES																																
SCHEDULED																																
ACCOMPLISHED																																
ALTITUDE																																

REQUIREMENTS	GUNNERY				SPECIAL RADAR BOMB ATTACKS																OTHER ACCOMPLISHMENTS
	Rounds Norm, Ld.		Rounds Combat Ld.		Flights Undertaken	Target Attacks Accomplished			Time Over Target	Height Above Ground											
	Load	Fire	Load	Fire		AC	P	C		Hrs	No AC										
SHORTAGES																					
SCHEDULED																					
ACCOMPLISHED																					
ALTITUDE																					

Number of controlled ETAs in Nav		Hrs Long Range Cruise Control	
Practice Emergency Procedures		Pressure Pattern Legs	
Hrs Pressurized Oxygen Training		Loran Legs	
Hrs Depressured Flying			
Hrs Panel Operation, Re-fueling			

Day _____

Nite

SIGNATURE OF OPERATIONS OFFICER

804ABG FORM 355A
31 Dec 53

Use Reverse side for rerarks and explanations of any Flight Deviations

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HEADQUARTERS 308TH BOMBARDMENT WING, M
Hunter Air Force Base
Savannah, Georgia

NOTIFICATION PLAN

OPERATIONS PLAN

NUMBER 250A-53

1 December 1953

THIS IS COPY NUMBER 20

41

Including this coversheet,
this document consists of
47 pages.

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HEADQUARTERS 308TH BOMBARDMENT WING, M
Hunter Air Force Base
Savannah, Georgia
1 December 1953

OPERATIONS PLAN)

NUMBER 250A-53)

NOTIFICATION PLAN

CHART AND MAP REFERENCES:

a. Map of the City of Savannah.

b. Map of Chatham County.

c. Map of Hunter Air Force Base.

TASK ORGANIZATIONS:

a. Tactical Squadrons:

373rd Bombardment Squadron	Lt Col VERNON K. CAMMACK
374th Bombardment Squadron	Lt Col JOHN O. VICK
375th Bombardment Squadron	Major COYD V. WAKEMAN
308th Air Refueling Squadron	Lt Col PERRY P. MENZIES

b. Support Squadrons:

308th Armament & Electronics Maintenance Squadron	Major DALE L. SAMUELSON
308th Field Maintenance Squadron	Lt Col RALPH H. SCHNECK
308th Periodic Maintenance Squadron	Major DOUGLAS R. SMITH

c. Other Units:

308th Wing Headquarters Staff Sections	
308th Headquarters Squadron	1st Lt THOMAS M. MASON
308th Medical Group	Major DONALD M. KENNETT

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1. GENERAL SITUATION: Potential threats to the personnel and equipment of this wing fall into three major categories:

first, damage from weather,

second, damage from enemy air attack,

third, damage from enemy ground attack,

Various emergency operations plans specify the steps to be taken to prevent or to minimize the damage from any of these sources. All of these emergency plans share a common assumption, namely that personnel are present for duty. The purpose of this Notification Plan is to make this assumption a reality. It is designed to perform seven major functions:

first, notify promptly all personnel at any hour,

second, transport rapidly all personnel to their duty stations,

third, assure that individual locator data is current at all times,

fourth, report, to the commander, the augmentation of the force present for duty,

fifth, provide an alternate procedure in the event of telephone breakdown,

sixth, incorporate a method of selection so that personnel within a major job assignment can be summoned to duty without issuing a blanket recall,

seventh, include a provision for placing all personnel on a standby status whenever an emergency is anticipated.

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a. Enemy Forces: Omitted.

b. Friendly Forces:

(1) 804th Motor Vehicle Squadron.

(2) 804th Air Police Squadron.

c. Assumptions:

(1) (a) The speediest notification possible is through use of a central alarm such as a siren. A more positive but much slower method is to contact all personnel individually.

(b) The most realistic compromise between these extremes is a channeled chain reaction which will "snowball" a notice from the command post through relay points to each individual living off base.

(c) This requires that off base personnel be organized into groups arranged into a pyramidal structure with the command post as its apex.

(d) To assure speedy dissemination the size of the groups must be regulated. To safeguard against a break in the chain of communication isolating a complete group no less than three contacts must be provided between each group level.

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(2) These individual groups and the chain of communication linking them can be organized in any one of three basic ways. Each of these arrangements offers advantages and disadvantages.

(a) If the chain of contacts is arranged parallel to military command lines the recall notice will be relayed through normal channels from superior to subordinate. However this arrangement is neither fast or efficient and it does not provide two alternate contacts at every relay point.

(b) Organizing the groups by duty sections produces a tightly knit basic group where it is natural for the individual to announce any changes in his address or telephone. Further it automatically introduces a method for selecting personnel by duty assignment. However this arrangement is not necessarily fast or efficient and it may not provide two alternate contacts at every relay point.

(c) Organizing the groups by geographic neighborhoods shortens the lines of communication and transportation. However this arrangement does not furnish an automatic selective method nor does it create a situation for ready announcement of individual changes of address or telephone.

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(3) The plan adopted is a pyramidal structure of small groups organized geographically. Each squadron will be a self contained unit so that every commander can control and use his system independently of the rest of the wing.

A method to select personnel by job assignment;
an audit system to guarantee current data on all individuals; and
a procedure to forewarn all personnel

are all incoporated as supplementary features of this plan.

2. MISSION: To notify all, or any selected group, of the personnel of this wing and to assemble them at their duty stations in the shortest possible time.

3. TASKS FOR SUBORDINATE UNITS:

a. The 308th Medical Group:

(1) Insure that the Notification System established by the Station Hospital Commander is adequate to accomplish the mission and that it will perform all of the seven major functions listed in paragraph 1 of this plan.

b. All squadrons, and all staff sections which have assumed the responsibility to notify their personnel, will:

(1) Install and maintain a notification system in compliance with the detailed instructions in Annex "A".

(2) Exercise close and continued supervision over the system to insure that all information is kept current. Specifically,

brief all assigned personnel as often as necessary;
spot check the card files frequently; and
test the entire system periodically.

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(3) As specified in Annex "A", classify all assigned personnel as "Priority One", "Priority Two" or no priority for recall and submit a report on this classification to the Wing Control Room.

(4) Insure that each and every individual assigned to the unit knows where and to whom he will report under each of the various emergency plans and that he knows which priority class he is placed into.

(5) Submit a diagram of the "Chain of Communication" within the unit to the Wing Control Room.

(6) Keep the Wing Control Room supplied with a current address and current telephone number for a minimum of three (3) "Key Contacts" for the unit.

(7) Dosignate an officer, normally the adjutant, to comply with the instructions detailed in Annex "A" as the "Responsibilities Of The Adjutant".

(8) Appoint a "Notification Officer" to supervise the installation and the up keep of this system.

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x. General Instructions

(1) The definitions listed in Annex "A" will apply to this plan. All personnel are enjoined to use these terms carefully and exactly to avoid confusing them with the terminology applied to other emergency plans.

(2) This notification plan depends completely upon every individual fullfilling his responsibility to inform his unit of any changes in his address or telephone listing.

(3) Further it depends upon every "Platoon Leader" and every "Key Contact" insuring that an acceptable substitute is assigned and briefed to fill his position at any time that he is not available.

(4) Whenever a "Recall Notice" is issued it will be mandatory upon all personnel unless the particular emergency plan being exercised specifies otherwise. When this is the case the "Recall Notice" will specify the priority group which will return to duty.

(5) Whenever a "Recall Notice" is in effect all requests for government transportation will be made to the Wing Control Room rather than to the 804th Motor Vehicle Squadron.

(6) All units and individuals will refrain from notifying social centers such as theaters or clubs either on base or off base. All such notification will be done by the Wing Control Room.

(7) Whenever a "Recall Notice" is issued personnel will refrain from making off base telephone calls from any on base location other than toll stations.

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(8) The Wing Control Room will originate all notices. The Control Room will be responsible to notify only one of the three "Key Contacts" in each unit and to notify the Charge of Quarters for each squadron.

(9) All subordinate units will acknowledge receipt of this Operations Plan in writing.

(10) This plan replaces the 308th Bombardment Wing Operations Plan 250-53, dated 6 April 1953, which will be destroyed in accordance with applicable regulations.

4. LOGISTICAL MATTERS:

a. Each unit will supply the Wing Control Room with the blank 5X8 cards needed for their unit. The Wing Control Room will be responsible for imprinting the cards.

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5. COMMAND AND SIGNAL MATTERS:

a. Command:

(1) The Wing Control Room will be the Wing Command Post and will maintain communications with the following command posts:

(a) Higher Headquarters

1. Second Air Force Control Room.

2. 38th Air Division Control Room.

(b) Friendly Forces

1. 804th Motor Vehicle Squadron.

2. 804th Air Police Squadron.

(c) Subordinate Units:

1. The 373rd Bombardment Squadron's Operations Office.

2. The 374th Bombardment Squadron's Operations Office.

3. The 375th Bombardment Squadron's Operations Office.

4. The 308th Air Refueling Squadron's Operations Office.

5. The 308th Armament and Electronic Maintenance Squadron's Orderly Room.

6. The 308th Field Maintenance Squadron's Orderly Room.

7. The 308th Periodic Maintenance Squadron's Orderly Room.

8. The 308th Headquarters Squadron's Orderly Room.

9. The 308th Medical Group Headquarters.

10. The 308th Maintenance Control Office.

11. The 308th Wing Adjutant's Office.

(2) All instructions issued from this headquarters after a "Recall Notice" is placed in effect will be given to the command posts specified in (c) above.

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b. Communications:

(1) The primary means of communication will be by field phone.

(2) The secondary means will be by other telephone.

(3) Runners will be used for communication if necessary.

M.A. PRESTON
Colonel, USAF
Commanding

ANNEXES:
"A" - The Organization of the Notification System
App 1 - Responsibilities of Every Individual
App 2 - Responsibilities of the "Platoon Leader"
App 3 - Responsibilities of the Charge of Quarters
App 4 - Responsibilities of Sundry Personnel
App 5 - Responsibilities of the "Notification Officer"
App 6 - Reports and Sample Forms

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DISTRIBUTION:

COMDR, 2D AF	2	Cys #1 & 2
COMDR, 38TH ADIV	1	Cy #3
COMDR, 308TH BW	1	Cy #4
308TH DIR OF OPNS	1	Cy #5
308TH DIR OF OPNS, PLANS	1	Cy #6
308TH DIR OF OPNS, CONTROL ROOM	3	Cys #7 thru 9
308TH DIR OF OPNS, INTEL	1	Cy #10
308TH DIR OF PERS	1	Cy #11
308TH DIR OF MAT	1	Cy #12
308TH DIR OF MAT, MAINT CONTROL	3	Cys #13 thru 15
308TH WING ADJ	3	Cys #16 thru 18
308TH WING HISTORIAN	5	Cys #19 thru 23
COMDR, 373RD BS	3	Cys #24 thru 26
COMDR, 374TH BS	3	Cys #27 thru 29
COMDR, 375TH BS	3	Cys #30 thru 32
COMDR, 308TH AIR RFLG SQ	3	Cys #33 thru 35
COMDR, 308TH A & E SQ	3	Cys #36 thru 38
COMDR, 308TH FLD MAINT SQ	3	Cys #39 thru 41
COMDR, 308TH PM SQ	3	Cys #42 thru 44
COMDR, 308TH HQ SQ	3	Cys #45 thru 47
COMDR, 308TH MED GP	3	Cys #48 thru 50

OFFICIAL:

FRANCIS E. WINGET
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Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
1 December 1953

ANNEX "A"

TO

OPERATIONS PLAN 250A-53

Organization of the Notification System

1. GENERAL:

a. The following instructions are intended to establish a uniform system which will achieve the following general aims to the highest degree possible:

(1) Certainty of contacting all personnel.

(2) Rapidity in notifying and transporting all personnel to their duty stations.

(3) Simplicity in operation and understanding.

(4) Flexibility in meeting individual unit situations.

(5) Ease of maintenance of the system.

(6) The maximum number of desirable by product uses of the basis tools of this system.

b. These are not rigid arbitrary rules. The details of this system are subject to review by all units and will be amended whenever necessary. All personnel are requested to submit any recommendations for improvement to the Director of Operations.

c. Ultimately this plan will succeed or fail to the degree that all participants adhere to the intent of this order and improvise to achieve its ends.

d. The personal responsibility of every individual to keep his unit informed of all changes of his residence, his telephone and his transportation can not be over emphasized.

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2. SCOPE: The instructions in this Annex are binding on all personnel assigned to or attached for duty to this wing except the 308th Medical Group.

3. DEFINITIONS:

Key Contact: Any one of three (3) individuals designated by a unit as the person to be notified by the Wing Control Room. This person will be responsible to notify each of the other two (2) "Key Contacts" for his unit and collectively they will be responsible to notify one "Platoon Leader" in every "Pool" in their unit.

Platoon Leader: An individual designated as a "relay point" between the unit's "Key Contacts" and the individuals living off base. When notified by one of the "Key Contacts" the "Platoon Leader" will be responsible to notify the other two (2) "Platoon Leaders" within his "Pool" and to notify every individual in his own "Platoon". If he is unable to contact either of the other two (2) "Platoon Leaders", he will be additionally responsible to notify every individual in that "Platoon".

Pool: A group of three (3) platoons organized as a self contained unit. Unless special permission is granted by the Wing Controller no "Pool" will contain more than twenty (20) persons, nor will any one "Platoon" contain more than eight (8) persons.

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Chain of Communication: The primary and the alternate routing which a notice will follow from the "Key Contacts" to every individual within the unit. This routing will be prescribed by the "Notification Officer".

Get Set Notice: A notice placing individuals on standby status. This notice will confine all personnel to the immediate vicinity of Savannah and will require them to check in with their "Platoon Leader" or Charge of Quarters once every five (5) hours. "Platoon Leaders" and "Key Contacts" will report to their "Notification Officer" once every five hours. The "Notification Officer" and the Charge of Quarters will contact the Wing Control Room once every five hours.

Get Ready Notice: A notice placing individuals on a standby status. This is identical to the "Get Set Notice" except that the time interval between each report will be two (2) hours rather than five.

Recall Notice: An order to return to duty. Unless the Notice itself specifies that it applies to "Priority One" or "Priority Two" personnel only, it will be mandatory for all personnel to return to duty.

All Clear Notice: Cancellation of the emergency.

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Priority One Personnel:	Individuals selected by the unit commander as the only personnel required to fullfill his responsibilities under a particular emergency condition.
Priority Two Personnel:	Individuals selected by their unit commander as the only personnel required to fullfill his responsibilities under an emergency condition other than that for which the "Priority One Personnel" are chosen. This may be a completely different kind of an emergency or it may be an aggravated condition arising from the same basic threat as that for which the "Priority One Personnel" were selected.
Trunk Route:	A specified route which all personnel will travel from their neighborhood to the base.
Pick up Post:	A location along a "Trunk Route" where personnel driving to the base will look for anyone in uniform who may need a lift.
Reporting Station:	The duty post of the "Notification Officer" whenever a "Recall Notice" is in effect.
Courier:	An individual assigned to runner duty, but particularly someone dispatched to notify off base personnel in the event of telephone failure.

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4. BASIC CONCEPTS AND SUPPLEMENTARY FEATURES:

a. All personnel are divided into one of two categories;

(1) Those living on the base who are notified by their squadron's Charge of Quarters, and

(2) Those living off the base who are notified through the "Main of Communication" for their unit.

b. Off base personnel are assigned to "Platoons" primarily according to where they live. Neighboring "Platoons" are grouped by threes and designated as a "Pool". Each "Pool" is a self contained group in which all members can be notified by anyone of the three "Platoon Leaders". This three-way chance of making contact provides a degree of certainty in reaching all "Platoons". Rapidity is assured since a "Platoon" is limited to eight (8) individuals and a "Pool" is limited to twenty (20) members.

c. Rank or supervisory position will not be the principal criteria in selecting a "Key Contact" or a "Platoon Leader". Every "Key Contact" and every "Platoon Leader" will be a person living off the base. Ease and certainty of contact will be the primary consideration in making these appointments. (Note: For the purpose of this plan the Wherry Housing Areas will be considered as off base locations.)

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d. If any "Key Contact" or any "Platoon Leader" is designated "Priority One" or "Priority Two", the "Notification Officer" will provide an alternate procedure so that members of the "Platoon" who are not selected as Priority Personnel" will be informed if an overall "Recall Notice" is issued after the "Priority Personnel" have returned to duty.

e. "A method to select personnel by job assignment" is a supplementary feature of this system. Every unit commander has the option of segregating some of his personnel into one or another of two priority groups.

(1) These people selected by job assignment or supervisory position, as the unit commander may see fit, will be a stable group, rather than personnel carried on a rotating duty roster. They will be the personnel needed to fullfill the commanders' responsibilities under a specified emergency condition.

(2) Commanders are cautioned to assign enough men to a priority group to guarantee meeting their commitments should only 70 to 80 percent of the group report for duty.

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(3) An entry will be made on every individual's card under the "General Remarks" column to indicate that he is designated as "Priority One" or "Priority Two".

f. "An audit system to guarantee current data on all individuals", another supplementary feature of this system, is furnished through the weekly verification required from every "Platoon Leader".

g. " A procedure to forewarn all personnel" is incorporated through the "Get Set" and the "Get Ready" notices.

h. The "Chain of Communication" for each unit will be drawn in by the "Notification Officer" on a copy of the sample diagram included in this Annex. The responsibilities of the "Key Contacts" will be filled in by the "Notification Officer" on the sample form. Copies of both forms will be submitted to the Wing Control Room and will be amended whenever changes occur.

i. The Wing Controller will be the "Wing Notification Officer". He will be responsible to supervise the organization of the system throughout the Wing. He may authorize any unit to assign more than eight (8) people to any one "Platoon" or more than twenty (20) people to any one "Pool". Further, he is authorized to create one or more "Platoons" which will cross unit lines of responsibility.

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any unit which has individuals isolated so that it is impractical to include them in any of the unit's "Platoons" will consult with the Wing Controller. These individuals may be assigned to a "Platoon" of some other unit or a new "Platoon" may be made up of several such individuals from various units in the Wing.

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5. SAMPLE NOTICES: To avoid delay from detailed telephone explanations all orders of execution will be given in three parts consisting of the following:

ACTION	REASON	SCOPE

a. As relayed to the "Key Contact" from the Wing Control Room;

	TEST		
	PHASE I		
GET SET	PHASE II	WARNING	
GET READY	PHASE III		
This is a notice			
RECALL	TEST		
ALL CLEAR		ALERT	
	DEFENSE		

b. As relayed to the "Platoon Leaders" by the "Key Contact";

	TEST		
	PHASE I		
GET SET	PHASE II	WARNING	ALL
GET READY	PHASE III		PRIORITY ONE
This is a notice		for	personnel
RECALL	TEST		PRIORITY TWO
ALL CLEAR		ALERT	
	DEFENSE		

c. As relayed to the individuals by the "Platoon Leaders" or the Charge of Quarters;

	TEST		
	PHASE I		
GET SET	PHASE II	WARNING	
GET READY	PHASE III		
This is a notice			
RECALL	TEST		
ALL CLEAR		ALERT	
	DEFENSE		

Note: The decision to limit any notice to "Priority One" or "Priority Two" personnel will be made by the "Key Contact" in accordance with the Operations Plan covering that particular emergency condition. It is not necessary for the "Platoon Leaders" to limit the scope of the notice they relay since this is done automatically when they select the individuals to be contacted. In the absence of instructions from one of the "Key Contacts" the Charge of Quarters will issue the notice to all personnel living on the base

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6. EMERGENCY PROCEDURES: In the event of complete telephone failure both on the base and off the base the following emergency procedures will be taken:

a. The Wing Control Room will:

(1) Contact the Charge of Quarters and/or the duty sections throughout the wing and organize an emergency courier force from the personnel available on the base.

(2) Requisition government transportation from the 804th Motor Vehicle Squadron or solicit individuals to volunteer the use of their personal transportation.

(3) Assign each courier one or more "Pools" from any one or from several of the units in the wing and instruct each courier where each unit's master file is located.

(4) Instruct the Charge of Quarters to furnish the couriers with the cards from the master file for the entire "Pool" to which they are dispatched.

b. Each courier will:

(1) Stop at the first public toll telephone available enroute and check the off base dial telephone system. If the off base telephone system is operative the courier will use this means to relay the notice, if the system is inoperative the courier will proceed by car.

(2) Attempt to contact any of the "Key Contacts" whose homes lie within the area to which he is dispatched.

(3) Attempt to contact the "Platoon Leaders" or any "Pool" member with personal transportation.

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(4) Supply any "Pool" member who requires it with a list of names and addresses of other "Pool" members to contact.

(5) Proceed to the next assigned "Pool" whenever any "Pool" member with personal transportation has been contacted and supplied with the information necessary to contact all other members of that "Pool".

(6) Leave a message form at the home of all personnel who can not be contacted.

(7) Report to the Charge of Quarters and return the master cards to the master files.

(8) Report to the Wing Control Room for further instructions.

c. At any time that the Wing Control Room is unable to contact any one of the three "Key Contacts" they will:

(1) Relay the notice to the individual detailed to maintain the "Duplicate Master File" for that unit.

(2) Obtain the names of "Platoon Leaders" or other individuals living off base from the Charge of Quarters and relay the notice through the use of couriers or any other means available.

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7. CUSTODIAN OF THE DUPLICATE MASTER FILE

a. Every unit will designate one individual living off the base as the custodian of a Duplicate Master File. He will be responsible to maintain at his home a complete current card file of all off base personnel.

b. The "Custodian" will not be a "Key Contact" or a "Platoon Leader" unless special permission is given by the Wing Control Room. In so far as possible, he will be an individual who is not critically needed at the base during the early period of an emergency and he will have both telephone and personal transportation.

M. A. PRESTON
Colonel, USAF
Commander

APPENDICES:
1 - Responsibilities of Every Individual
2 - Responsibilities of the "Platoon Leader"
3 - Responsibilities of the Charge of Quarters
4 - Responsibilities of Sundry Personnel
5 - Responsibilities of the "Notification Officer"
6 - Reports and Sample Forms

DISTRIBUTION:
Same as basic plan

OFFICIAL:

FRANCIS E. WINGET
Lt. Col., USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
1 December 1953

APPENDIX #1 TO ANNEX "A" TO OPERATIONS PLAN 250A-53

RESPONSIBILITIES OF EVERY INDIVIDUAL

Every individual in the Wing will:

1. Inform his unit, immediately, of any change in his home address, telephone or transportation.
2. Know his "Platoon Leader".
3. Know whether or not he is designated as "Priority One" or "Priority Two".
4. Understand the orders which will be issued to execute this plan.
5. Know where and to whom he will report and what equipment he must bring for each of the emergency plans.
6. Inform his "Platoon Leader" whenever he goes TDY, on leave or on a 3 day pass.
7. Refrain from making off-base telephone calls from any on-base location other than toll stations.

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
1 December 1953

APPENDIX #2 TO ANNEX "A" TO OPERATIONS PLAN 250A-53

RESPONSIBILITIES OF THE "PLATOON LEADER"

A. Preparatory:

1. Fulfill his personal responsibilities as an individual under this plan.

2. Keep a subsidiary card file on the members of his "Platoon" and the members of the other two "Platoons" in his "Pool" available for use at any time.

3. Personally locate the house and the apartment of every member of his "Pool" and in agreement with each individual select the best place to post a message form if ever a notice is issued while the individual is away from his home.

4. Verify the correctness of the contact instructions on every member of his platoon at least once a week. Verification may be accomplished by checking with the pool members on the base or by testing the contact instructions.

5. At least once daily check the unit distribution system for any changes that affect members of his "Pool",

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6. Report any changes concerning members of his "Platoon" to the Notification Officer.

7. Correct his card file to reflect any changes reported to him.

8. Maintain and distribute an adequate supply of message forms

9. Insure that an acceptable substitute is assigned and briefed to fill his position at any time that he is not available.

B. Whenever a notice is issued:

1. Relay the notice to every "Platoon Leader" below him in the 'Chain of Communication".

2. Relay the notice to all members of his "Platoon'.

3. Attempt to contact all members of either or both of the other platoons within his 'Pool" whenever the leader of that "Platoon' has not been contacted.

4. Leave a message form at the home of any member of his "Pool" who can not be contacted.

5. Report the names of all individuals who could not be contacted to the "Notification Officer' immediately upon arriving at the base.

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Hunter Air Force Base
Savannah, Georgia
1 December 1953

APPENDIX #3 TO ANNEX "A" TO OPERATIONS PLAN 250A-53

RESPONSIBILITIES OF THE CHARGE OF QUARTERS

A. Preparatory:

1. Know where all unit personnel living on the base are housed.

2. Keep an adequate supply of message forms on hand.

B. Whenever a notice is issued:

1. Relay the notice to all personnel living on the base unless specifically instructed by one of the "Key Contacts" to notify "Priority One" or "Priority Two" personnel only.

2. Leave a message form in the quarters of any individual who can not be contacted.

3. Maintain an accurate log of all activities which follow the receipt of the initial notification from the Wing Control Room.

4. Make any requests for government transportation to the Wing Control Room rather than to the 804th Motor Vehicle Squadron.

5. Refrain from notifying social centers such as theatres or clubs either on base or off base. All Such notification will be done by the Wing Control Room.

6. Refrain from making off base telephone calls from any on base location other than toll stations.

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
1 December 1953

APPENDIX #4 TO ANNEX "A" TO OPERATIONS ORDER 250A-53

RESPONSIBILITIES OF SUNDRY PERSONNEL

A. Responsibilities of the Adjutant:

1. The Adjutant or some other individual in each unit will be responsible to:

a. Include the "Notification Officer" on the unit clearance sheet.

b. Insure that the "Notification Officer" is informed of all personnel changes within the unit other than 3 day passes. Example of the changes which must be reported are, personnel transferring, being discharged, hospitalized, going on leave or TDY and newly assigned personnel, personnel returning from leave and from TDY.

B. Responsibilities of Duty Section Heads:

1. Insure that every individual assigned to their section fulfills his individual responsibilities under this plan. Particularly that any changes in address, or telephone, or priority designation which may come to his attention are properly reported to the unit "Notification Officer".

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308TH BW OP 250A-53
1 December 1953

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2. Record the time of arrival of all personnel and be prepared to submit a verbal report on the personnel on hand at any time after an "Recall Notice" has been issued.

3. Report the number of personnel on hand to the unit "Notification Officer" every half hour on the hour and the half hour.

C. Responsibilities of the Custodian of the Duplicate Master File:

1. Proprietary:

a. Fulfill his personal responsibilities as an individual under this plan.

b. Keep the Duplicate Master Card File available for use at any time.

c. At least once daily check the unit distribution system for any changes that affect off base personnel.

d. Correct the Duplicate Master Card File to reflect any changes reported to him.

e. Maintain an adequate supply of message forms.

f. Insure that an acceptable substitute is assigned and briefed to fill his position at any time that he is not available.

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2. Whenever a notice is issued:

   a. The "Custodian" will remain at his home until the unit "Notification Officer" recalls him.

   b. The "Custodian" will attempt to contact and/or leave a message form at the home of any individual who has not been notified through the normal "Chain of Communication". He will be given the names of any such individuals by the "Notification Officer".

3. Whenever the Wing Control Room is unable to notify any one of the three "Key Contacts" they will notify the "Custodian". The "Custodian" will assume the responsibilities of the "Key Contacts" and relay the notice to all off base personnel in his unit.

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia

APPENDIX #5 TO ANNEX "A" TO OPERATIONS PLAN 250A-53

RESPONSIBILITIES OF THE "NOTIFICATION OFFICER"

Each "Notification Officer" will be responsible to:

1. Determine the number of personnel in each of the following categories when this system is initiated.

   a. Officers living on the base:

      (1) With personal transportation.

      (2) Without personal transportation.

   b. Airmen living on the base:

      (1) With personal transportation.

      (2) Without personal transportation.

   c. Officers living off the base:

      (1) With both telephones and personal transportation.

      (2) With telephones only.

      (3) With personal transportation only.

      (4) With neither telephones or personal transportation.

   d. Airmen living off the base:

      (1) With both telephones and personal transportation.

      (2) With telephones only.

      (3) With personal transportation only.

      (4) With neither telephones or personal transportation.

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2. Plot the home addresses of all off base personnel, officers and airmen, on a map of the city of Savannah and/or Chatham County using map pins in accordance with the following color code.

   a. Red for "Platoon Leaders"

   b. Pink for personnel with both telephones and personal transportation.

   c. Blue for personnel with telephones only.

   d. Orange for personnel with personal transportation only.

   e. Gold for personnel with neither telephone or transportation.

3. Divide the personnel living off the base into "Platoons". The number of personnel in each "Platoon" will be determined by the general aims of this order, but in no case will there be more than eight (8) members in one "Platoon", unless special permission is given by the Wing Control Room.

4. Group the "Platoons" by threes to form "Pools", and assign a number to each "Pool" and the letter A,B, or C to each "Platoon" in every "Pool". The number of personnel in each "Pool" will be determined by the general aims of this order, but in no case will there be more than twenty individuals in one "Pool" unless special permission is given by the Wing Control Room.

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5. Appoint a "Platoon Leader" for each "Platoon".

6. Designate "Trunk Routes" from each "Pool" to the base and designate "Pick up Posts" along these "Trunk Routes" and brief all individuals on the location of the "Pick-up Posts" so that they may look for a passenger or look for a lift at these Posts.

7. Supervise the creation and the maintenance of the card files as specified in this Appendix .

8. Distribute cards to "Platoon Leaders" and act as liaison between the master file and all subsidiary files.

9. Distribute a supply of message forms to all "Platoon Leaders".

10. Designate a "Reporting Station" where the master card file will be located after a "Recall Notice" has been issued. All "Platoon Leaders" will report the names of individuals not contacted immediately upon arrival at the base.

11. Provide a distribution method which will return individual cards from the "Platoon Leaders" and will redistribute the cards when they have been corrected to reflect changes in the individuals location, telephone, priority classification or personal transportation status.

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12. Report any changes concerning individuals living off base to the "Custodian" and to all "Key Contacts" and "Platoon Leaders" affected.

13. Correct the Master File to reflect any changes reported to him.

14. Insure that an acceptable substitute is assigned and briefed to fill his position at any time that he is not available.

15. Specify a procedure to be followed in any "Platoon" whose leader is designated as "Priority One" or "Priority Two" in the event that the "Leader" is recalled to duty and an overall "Recall Notice" is issued later.

16. Complete a diagram of the "Chain of Communication" (App 6, Page 1) and fill in the "Pool" assignments on the sample form titled "Responsibilities of the Key Contacts" (App 6, Page 2). Blank forms may be obtained from the Wing Control Room. One copy of each of these forms will be furnished to each "Key Contact" and to the Wing Control Room.

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17. Appoint three individuals to serve as "Key Contacts" for the unit. The "Key Contacts" will be designated by number and the Wing Control Room will attempt to contact them in priority according to this number. The "Notification Officer" will inform the Wing Control Room of any changes that affect the "Key Contacts".

18. Whenever a "Recall Notice" is issued the "Notification Officer" will return to the "Reporting Station" and consolidate the reports of the "Platoon Leaders" and the Duty Section Heads. Periodically, as specified in Appendix 6, he will report to the Wing Control Room the number of personnel on hand and the number not contacted.

19. He will issue instructions to the "Custodian" as the situation may warrant.

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
1 December 1953

TAB #1 TO APPENDIX #5 TO ANNEX "A" TO OPERATIONS PLAN 250A-53
INSTRUCTIONS FOR CARD FILES

1. GENERAL: All units will use a 5" X 8" card imprinted as the sample card illustrated in Appendix 6, Page 3. One set of cards will be filled out for all personnel living off the base. Each set of cards will consist of five (5) or six (6) copies depending on the make up of the Cross Reference File. (See paragraph 2a(2) below.)

2. NUMBER OF FILES:

a. Each unit will maintain the following files:

(1) One Master arranged and indexed by "Pool" numbers and subdivided into "Platoons" within each "Pool". During normal duty hours this file will be kept in a place convenient to the officer responsible for reporting personnel changes. During normal non-duty hours this file will be kept at the duty station of the Charge of Quarters. Whenever a "Recall Notice" is issued the "Notification Officer" will move the Master File to the unit "Reporting Station".

(2) One Cross Reference arranged and indexed alphabetically by name. This file will be kept with the Master File at all times. (NOTE: The Cross Reference File may be created with extra copies of the sample card or simply by entering the "Platoon" assignment of each individual on any alphabetic card file already in use within the unit.)

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(3) One Duplicate Master arranged and indexed by "Pool" numbers and sub-divided into "Platoons" within each "Pool". This file will be exactly like the Master File except that it will be kept in the home of the individual designated as the unit "Custodian".

(4) Three Subsidiary Files for each "Pool" in the unit. One Subsidiary File will be kept in the home of every "Platoon Leader". The Subsidiary Files in each "Pool" will be identical and will contain one card for each of the following personnel.

(a) Every "Platoon Leader" in the "Pool".

(b) Every member of each "Platoon" in the "Pool". The Subsidiary Files will be arranged by "Platoons".

3. UP KEEP OF THE FILES:

a. All files except the Cross Reference File will have a specially tabbed section for personnel temporarily away. The cards of individuals going on leave, TDY, or being hospitalized will be pulled from their normal place in the file and kept in this special section until the individual returns.

b. The cards of personnel who move out of the "Pool" into another "Pool", who are transferred, or who are discharged will be pulled from all files and returned to the "Notification Officer". These cards will be redistributed or destroyed.

c. The cards of new personnel reporting to the unit will be distributed by the "Notification Officer".

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d. All cards will have the upper left hand corner trimmed as indicated. This will readily detect a reversed card in the file.

e. The "Notification Officer" will enter the "Pool" number and the "Platoon" letter to which the individual is assigned on the top margin of each card.

f. The "Priority One" and "Priority Two" classification will be entered in the general remarks column on the cards of all individuals so designated.

g. The cards in the Master File and the Duplicate Master File will be notched along the top of the card in accordance with the individual's "Pool" assignment. This will readily detect a misfiled card.

4. SPECIAL INSTRUCTIONS CONCERNING "KEY CONTACTS":

a. All "Key Contacts" will maintain a card for every "Platoon Leader", as well as one for the "Custodian" of the Duplicate Master File and one for all other "Key Contacts" in their unit.

b. These cards will be used to notify one "Platoon Leader" in each "Pool" as detailed in the "Responsibilities of the Key Contacts" form.

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App 6 to Annex "A" to
Sworn Bn Op 25(a)-53
1 December 1953

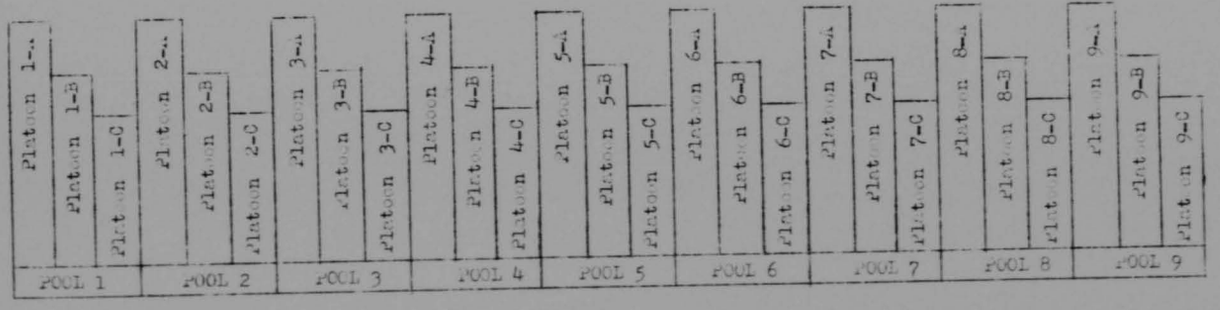
DIAGRAM OF [illegible] CHART OF COMMUNICATIONS

[illegible] CONTROL ROOM

KEY CONTACT (1)
Primarily responsible for:
Pool:_____
Pool:_____
Pool:_____
Pool:_____

KEY CONTACT (2)
Primarily responsible for:
Pool:_____
Pool:_____
Pool:_____
Pool:_____

KEY CONTACT (3)
Primarily responsible for:
Pool:_____
Pool:_____
Pool:_____
Pool:_____



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RESPONSIBILITIES OF THE KEY CONTACTS - If all three "Key Contacts" are not simultaneously absent from their homes, one of the five columns below will describe the existing situation. Each Key Contact will relay the notice as indicated below.

ALL 3 PRESENT	KEY CONTACT (1) ABSENT	KEY CONTACT (2) ABSENT	KEY CONTACT (3) ABSENT	BOTH THE OTHER CONTACTS ABSENT
A. Key Contact (1) will notify:				
Key Contact 2 Key Contact 3 Notification Officer Pool ____ Pool ____ Pool ____		Key (2) No Answer Key Contact 3 Notification Officer Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____ Leave Message for Key Contact 2	Key Contact 2 Key (3) No Answer Inform Key 2 of 3's Absence Notification Officer Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____ Leave Message for Key Contact 3	Key (2) No Answer Key (3) No Answer Notification Officer Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____ Pool ____ Pool ____ Leave Message for Key Contact 2 & 3
B. Key Contact (2) will notify:				
Pool ____ Pool ____ Pool ____	Key Contact 3 Notification Officer Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____ Leave Message for Key Contact 1		Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____	Key (3) No Answer Notification Officer Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____ Pool ____ Pool ____ Leave Message for Key Contact 1 & 3
C. Key Contact (3) will notify:				
Pool ____ Pool ____ Pool ____	Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____	Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____		Notification Officer Pool ____ Pool ____ Pool ____ AS NORMAL, PLUS Pool ____ Pool ____ Pool ____ Pool ____ Pool ____ Pool ____ Leave Message for Key Contact 1 & 2

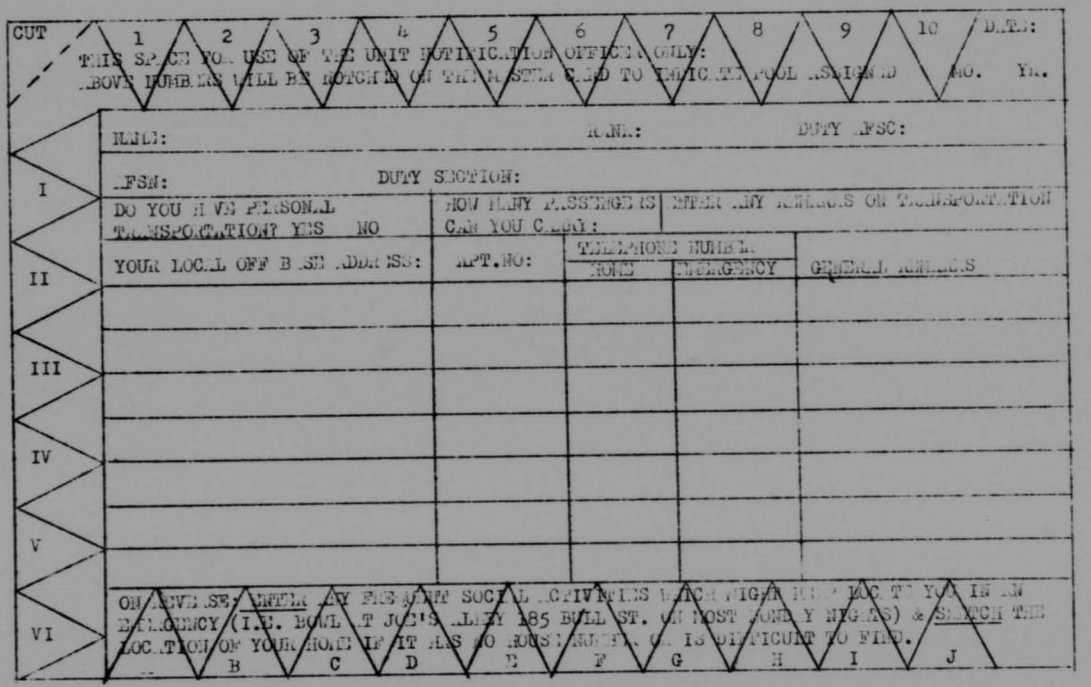
NOTE: In the absence of the "Notification Officer" the "Key Contact" designated to notify him will assume the responsibility of manning the "Reporting Station".

UNIT: _____
DATE: _____

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SAMPLE NOTIFICATION CARD

App 6 to Annex "A" to
308TH SW OP 250A-53
1 December 1953

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MESSAGE FORM:
(The Circled Items Apply)

TO:_____

TIME:_____ DATE:_____

This is a (GET SET / GET READY / KNOCK ALL CLEAR) notice (TEST / PHASE I / PHASE II / PHASE III / TEST / DEFENSE) (WARNING / ALERT) for (ALL / PRIORITY ONE / PRIORITY TWO) personnel

SIGNATURE:_____

MESSAGE FORM:
(The Circled Items Apply)

TO:_____

TIME:_____ DATE:_____

This is a (GET SET / GET READY / KNOCK ALL CLEAR) notice (TEST / PHASE I / PHASE II / PHASE III / TEST / DEFENSE) (WARNING / ALERT) for (ALL / PRIORITY ONE / PRIORITY TWO) personnel

SIGNATURE:_____

App 6 to Annex "A" to
308TH BW OI 250A-53
1 December 1953

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia

APPENDIX #6 TO ANNEX "A" TO OPERATIONS PLAN 250A-53

REPORTS AND SAMPLE FORMS

1. The sample forms on the first four pages of this Appendix will be furnished to each unit by the Wing Control Room.

2. Reports:

a. Required whenever a "Recall Notice" is issued:

(1) The "Notification Officer" will submit verbal reports to the Wing Control Room as specified in Appendix 5, paragraph 18. These reports will be rendered hourly according to the following schedule.

(a)	Maintenance Control	5 Minutes past the hour
(b)	373rd Bomb Sqdn	10 Minutes past the hour
(c)	374th Bomb Sqdn	15 Minutes past the hour
(d)	375th Bomb Sqdn	20 Minutes past the hour
(e)	308th Air Rflg Sqdn	25 Minutes past the hour
(f)	308th A&E Sqdn	30 Minutes past the hour
(g)	308th FM Sqdn	35 Minutes past the hour
(h)	308th AMS	40 Minutes past the hour
(i)	Hq Sqdn	45 Minutes past the hour
(j)	Wing Adj Office	50 Minutes past the hour

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b. Monthly:

(1) The "Notification Officer" will submit a written statement to the Wing Contr l Room by the third duty day of each month. This statement will certify that all cards have been verified by the "Platoon Leaders" and will list the dates and the extent to which the cards have been spot checked.

c. Annual:

(1) The "Notification Officer" will submit an annual written report to the Wing Control Room by the fifteenth of January. This report will include the following:

(a) The number of personnel in each of the categories listed in Paragraph 1, Appendix 5.

(b) The number of "Pools" in the unit and the number of individuals assigned to each "Platoon" in every "Pool".

(c) The boundaries of each "Pool".

(d) The "Trunk Routes" and the "Pick Up Posts" designated for the unit.

(e) A description of the distribution system established to disseminate changes to the cards.

(f) An outline of the procedure to be followed in each "Platoon" whose Leader is designated as "Priority One" or "Priority Two".

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(g) "Priority One" and "Priority Two" Classifications:

1. The emergency situation for which "Priority One" personnel have been designated.
2. The emergency situation for which "Priority Two" personnel have been designated.
3. The number of individuals, by job assignment, who have been classified as "Priority One".
4. The number of individuals, by job assignment, who have been classified as "Priority Two".

(h) The location of the "Reporting Station".

(i) A diagram of the "Chain of Communication" completed by sketching the lines of communication between the "Key Contacts" and the "Pools" for which each "Key Contact" has primary responsibility.

(j) A "Responsibilities of the Key Contacts" form filled in with the "Pool" numbers for which each "Key Contact" will be responsible under each of the five situations.

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(k) The name, address and telephone number of each of the following:

1. "Key Contact" (1)
2. "Key Contact" (2)
3. "Key Contact" (3)
4. "Notification Officer"
5. "Custodian"

d. Immediately Upon Change:

The "Notification Officer" will submit a written report to the Wing Control Room whenever any change occurs in any one of the items listed in sub paragraphs (g) 1; (g) 2; (h); (i); (j); or (k) above.

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DISPOSITION FORM

Subject: Intended Use of Buildings by the 308th Bomb Wing

TO: 373 BS 3FMS
374 BS 3ARS
375 BS ABDM
3WHS AIO
3AEMS 3WCOMDR
3PMS ABCOMDR

FROM: 3DM

DATE: 16 Dec 53 COMM #1
Major Gorelangton/575

1. Enclosed herewith is the intended use of buildings by the 308th Bomb Wing on Hunter Air Force Base.

2. It should be realized that the intended use of these buildings is subject to change but for the present this seems to to be the most accurate compilation and forecast possible.

GC Avriett

1 Incl
List of bldgs

G. C. AVRIETT, Lt. Col., USAF
Director of Materiel

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Exhibit B

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BLDG. NO.	PRES. OCCUPANT SQDN. - SECT.	Future SQDN.-SECT.-DATE	CONFIRMED BY	REMARKS
1150	FMS - Carburetor Shop	Same	H&R dtd 9 Dec 53	
1151	FMS - Power House Wash Rack	Same	VOCO	
1152	FMS - Wash Rack	Same	VOCO	
1154	ARS - Operations	Same	R&R, DM, dtd 20 Nov 53	
1201	DM DO	Same	VOCO	
1206	A&E Maint Control) 374th PE) Base Flight PE)	Same	R&R, DM, dtd 3 Sept 53 R&R, DM, dtd 30 Nov 53	A&E - 1206 Hangar MC & 374) Lean to Base Flt PE) addition to 1206
1207	373 PE 375 PE Maint Control Flt Line Disp Motor Pool 4 class rooms Coffee Bar-373 Maint Crew Lounge Flight Rev. Board and Fly. Safety-Upstairs	Same	R&R, DM, dtd 30 Nov 53	Mobility Project Officer takes over 2nd floor during any mobility exercise 4 classrooms are for use by any 308th BW organization
1208	DO Intelligence	Same	VOCO	
1211	Wing Headquarters Teletype Center	All Wing Hq 1 Mar 54	VOCO	Base Comm. Center will move ASAP. 1 March 1954. Wg hq will get this extra space.

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BLDG. NO.	PRES. OCCUPANT SQDN. - SECT.	SQDN.-SECT.-DATE	CONFIRMED BY	REMARKS
1214	FMS-Typewriter Rep. 5 Vaults A&E Col. Preston Lt. Kalish, 375 Supp M72 Acct.	Same	VODM and noted in DM Sept. history	
1213	FMS - Tech Supply	Same	R&R. 11 Sept	
1215	Med. - Sick Call	Same	R&R. DM. 24 Sept 53	When Hudson Hangars are built Tire Shop will get one. T-1215 west end will revert to 263 storage
	FMS - Tire Shop	263 Storage	VODM and noted on DM Oct. history	
1216	Joint Dope & Fabric	Joint-Drag Chute Repack 15 Dec 53	R&R. DM. 1 Dec 53	Dope and fabric will move to back of 1286 15 Dec when ARS moves out
1222	A&E) FMS) Orderly & Supply PMS) Rooms 373)	Same	R&R. DM. 30 Nov 53	
1223	375) ARS) Orderly and HQ SQ) Supply Rooms 374)	Same	R&R. DM. 30 Nov 53	
1230	ASG Food Service	Joint-Dinghy Shop-1Jan 53	R&R. DM 30 Nov 53	Waiting approval from USAF for the building

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1231	PMS - Supply	374 - Supply	H&R, DM, dtd 20 Nov 53	PMS - Sup. moves to T-1298 when ready
1234	373 - Supply	Same	VOCO and noted in DM July history	
1235	373 - Operations	Same	VOCO and noted in DM July history	
1240	Joint - Parachute	Same	VOCO	
1241	374 - Operation	Same	H&R, DM, dtd 6 Oct 53	
1245	ARS - Supply 374 - Supply	ARS Supply 20 Dec 53	R&R, DM, dtd 20 Nov 53	
1246	SES - Study	AACS, 15 Dec 53	H&R, DM, dtd 6 Oct 53	Part of Swap for 374 Ops Building
1247	2Avn Sq - Hq	Same		
1248	375 - Supply	Same	VOCO 375 & SES	SWAP with SES for 1246
1251	375 - Operation	Same	H&R, DM, 7 Aug 53	
1254	PMS - Barracks	AB Gp 5 Jan 54	R&R, DM, 30 Nov 53	PMS will move to new dormitory
1255	PMS - Barracks	AB Gp 5 Jan 54	H&R, DM, 30 Nov 53	PMS will move to new dormitory
1262	Joint-Prop Shop Hydraulic Shop Battery Shop	a. 1955 Budget-Paint Shop b. May 1954-Dope & Fabric Battery	VQDM-2nd & 308th	

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1268	373 - Engineering	Same	R&R, DM, dtd 30 Nov 53	PE out of bldg by 1 Jan 54
1269	374 - Engineering	Same	R&R, DM, dtd 30 Nov 53	PE out of bldg by 1 Jan 54
1270	375 - Engineering	Same	R&R, DM, dtd 30 Nov 53	PE out of bldg by 1 Jan 54
1273	FMS ARS - Latrine	Same	R&R, DM, dtd 9 Dec 53	
1274	Maint. Control	FMS-Maint Super 21 Dec 53 Job Control	R&R, DM, dtd 9 Dec 53	FMS can also use ½ of dock 21 for supply
1276	FMS) New Dormitory ARS)	Same	R&R, DM, dtd 20 Nov 53	
1277	A&E) FMS) 373) New Dormitory 374) 375)	Same	R&R, DM, dtd 30 Nov 53	Old 1277 is now new 1287
1286	ARS - Supply - Old Theater	ARS-Supply FMS Control Surface Storage 1955-Theater Again	R&R, DM, dtd 30 Nov 53	ARS will use front part FMS will use back part
1287	ARS - Engineering	Same	VOCO	1287 is old 1277
1288	ABG-Training FMS-Mtn: Supervision Job Control Electric Shop	ABGp-Training May 54	VOCO	308th BW hopes to vacate T-1288 except for Wing Briefing Room as soon as possible

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	Dinghy Shop Supply Storage Instrument Shop Joint Dope & Fabric	Moving to 1230 on 15 Dec.	R&R, DM, dtd, 10 Dec	Old Wing Briefing Room will be used by 308th after out of rest of building
1289	Joint - Woodmill	Same	VOCO	
1290	PMS - Engine Buildup	A&E-Mtn Shops-1955	R&R, DM, 3 Sept 53	Project is in 1955 budget
1297	PMS - Engineering	Same	Ltr, DM, 12 Aug 53	
1298	PMS - Engineering & Supply	Same	Ltr, DM, 12 Aug 53 & R&R 20 Nov 53	
1405	A&R - 263 storage	Same	VOCO & R&R, DM, 5 Aug 53	
Maint Docks				
15	373 - Engineering	Hudson Hangar June '54		Hudson Hangar project being worked on by Col. Winningham of 38th AD
16	PMS - Aero Repair	" "	R&R, DM, dtd 11 Sept 53	
17	375 - Engineering	" "		
18	373 - Engineering	" "		
19	374 - Engineering	" "		
20	PMS - Ground Power	" "	R&R, DM, dtd 1 Dec 53	

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Maint Docks 34 35 36 37	PMS - Docks B47 KC-97 B-47 B-47	Same	Ltr, DM, 12 Aug 53 and R&R 19 Aug 53	1 KC-97 PM dock 3 B-47 PM docks

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FUTURE PLANS

NEW HANGAR - FINISHED IN MAY 1954

Electric Shop)
Instrument Shop) Will move into with similar functions of 2d BW
Aero Repair)
Prop Shop)

1955 BUDGET

1262 - Will be made into a paint shop
New buildings will be constructed for orderly and supply rooms
3 new operations buildings

1290 will be new A&E facility
1206 will be engine buildup

Hudson Hangars - The project to convert 6 excess docks into 3 maintenance sheds
1 for consolidated ground power.
1 for tire shop.
1 for TAC squadron flight line equipment maintenance and supply storage.

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LIST OF SPECIAL TOOLS AND GROUND

HANDLING EQUIPMENT APPLICABIE TO
THE B-47 AND RB-47 AIRPLANES

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BOEING AIRPLANE COMPANY
WICHITA DIVISION

INTRODUCTION

This document provides information concerning the B-47 and RB-47 airplane special tools which are available, approved but not available and proposed.

The information contained herein consists of part numbers, nomenclature, usage and model effectivity.

Code letters are used to show the applicability of the special tools as related to the various models of the B-47. The code system is as follows:

F	-	Flyway Item
N	-	Not Applicable
U	-	Useable On
B-47B(1)	-	1st thru 87th
B-47B(2)	-	88th thru 399th

This dicument presents the status of the special tools as of 10 September 1953. No attempt will be made by the Service Equipment Group to keep the document up to date.

The Service Equipment Group wished to express their appreciation to the Spares Department for assisting in compiling this document for use by the Boeing Field Service Engineers.

For further information concerning the contents of this document contact the Service Equipment Group, Howse Building, telephone extension 140 or 402.

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PART I

SPECIAL TOOLS AVAILABLE

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B(1)	B-47B(2)	B-47E	RB-47E
F30021	Cover Assy - Drag Parachute Retrieving	To retrieve and transport the deceleration parachute after use to prevent accdntl damage.	U	U	U	U	U
F30022	Check Fixture Assy - Brake Pedal adjusting	Used to check angle of brake pedal in neutral and full fwd. and aft. positions	U	U	U	U	U
F30023	Wrench Assy - Pin Spanner	Used for rudder "Q" spring cable adjustment. One end is used for C.W. rotation of the cable swivel housing, and the opposite end for C.C.W. rotation.	N	U	U	U	U
F30024	Cover Assy - APG-32 Tail Turret	Replaced by F30127 51-2412 & on. Flyaway - 1 per airplane (AF 51-2357 thru 51-2411). Used to protect the tail turret from foreign matter.	N	N	N	F	N
F30026	Support Assy - Bombsight Collimator, Model B-47B	Used to support the collimator while boresighting Y-2 and Y-4 bombsight.	N	U	U	U	N
F30027	Plug Assy - Cooling Air Inlet and Exhaust	Replaces F66049 for units 50-073 & on. Replaces F66051 for units 51-2161 & on. Supercedes F30029. Flyaway - 2 per airplane Used to seal and cooling air intake and the cooling air exhaust to exclude foreign matter when the airplane is on the ground.	N	F	F	F	F
F30028	Cordage Assy - External Microphone & Headset	Replaced by F30113 AF 51-2412 & on. Used to provide communication facilities bwtween the pilots compartment and ground personnel when the airplane is parked. (B-47B AF 51-2045 thru AF 51-2411)	U	U	U	N	N

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30030	Shelter Assy - Fuselage Radar Access Door	Used to provide all weather protection to personnel when radome is open.	U	U	U	U	U
F30031	Protractor Assy - Control Surf. & Alignment	Checks angle of ailerons & elevators while rigging control cables & adjustment of the auto pilot.	U	U	U	U	U
F30032	Dolly Assy - J-47 Engine Build-Up & Transportation	Replaces F65942. For use with J-47 engines for shop build up & transportation in B-47A & B-47B bomb bays, or C-47 and other cargo craft. Dolly weight estimated at 800 lbs.	U	U	U	U	U
F30033	Lock Assy - LG Door Latch Safety	Flyaway 1 per airplane. To prevent accidental tripping of the fwd landing gear door lock latches. Fly away 50055 & on.	N	F	F	F	F
F30036	Adapter Assy - Drop Tank - M22 Bomb Dolly	Used with the M-22 bomb dolly for transportation, installation and removal of external wing tanks.	N	U	U	U	U
F30037	Support Assy - Wide Open Bomb Doors	Replaces F66018 & F66019 for units 51-2085 thru 51-2356 Cancels F30034 & F30035. Replaced by F30114. Flyaway - 2 per airplane. Used to hold the bomb doors in an extreme wide open position to provide maximum clearance for Bomb loading. (B-47B, AF 51-2085 thru AF 51-5234.)	N	N	N	N	N
F30038	Quadrant Assy - Rudder	Used to check angular travel and alignment of the rudder and rudder trim tab.	U	U	U	U	U
F30041	Template Assy - Bearing Staking	To hold bushing (6-44911) in position with MLG trunnion support (5029603) while staking bushing in place.	U	U	U	U	U
F30043	Cover Assy - Canopy	Flyaway AF 51-2114 & on. Replaces F65963. Flyaway 1 per airplane. To protect canopy 4-1850 from elements. (Used on units AF 51-2104 & on)	N	N	F	F	F

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model				
			B-47A	B-47B(1)	B-47B(2)	B-47E	RB-47E
F30045	Template Assy - Rudder	Used to establish the nuetral rudder position at fin station 93. The neutral rudder position is established by bringing the rudder in full contact with the contour board.	U	U	U	U	U
F30046	Shield Assy - Nacell Intake Heater Adapter	Replaces F60083. Flyaway 6 per airplane. With Sleeve unrolled used as an adapter to provide attachment of ground heater to nacelle during cold weather operations With sleeve rolled up and buckled, it is used to exclude foreign matter when the A/C is on the gnd	N	N	F	F	F
F30047	Wrench -Fuel Cell Inner connector Spider	Replaced by F30159. Used torelieve torsion loads by throttle linkage rod to island control arm during installation or replacement. Also useable on J-47GS 25 engine.	U	U	U	U	U
F30048	Template Assy - Fuel arm Rigging J-47GE-23 Engine	Used to establish reference points when adjusting engine throttle linkage rod to island control arm during installation or replacement. Also useable on J-47GE 25 engine.	N	N	U	U	U
F30049	Shield Assy - Vortex Generators RH	Flyaway 1 per airplane (AF 51-2247 & on). Shields VORTEX generators from damage and protects personnel from injury.	N	N	F	F	F
F30050	Shield Assy - Bortex Generators LH	Flyaway 1 per airplane (AF 51-2247 & on). Shields vortex generators from damage and protects personnel from injury.	N	N	F	F	F
F30051	Template Assy - Elevator Quadrant Aligning	Used to position forward elevator quadrant in neutral position while rigging cables.	N	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30052	Link Assy - Outboard Engine - Tail Low Position	Holds J-47 engine in tail low position while removing installing the tailcone fairing.	or U	U	U	U	U
F30053	Protractor Assy - Control Column Adjustment	Used to check the degree of rotation of the control whi and used in conjunction with F30061 Adapter Assy-Control Column Fore & Aft Load to measure force and A pilot effort on the control column.	U	U	U	U	U
F30054	Template Assy - Elevator Quadrant Rigging Aft	To hold aft elevator quadrant in neutral position while rigging elevator control cables.	N	U	U	U	U
F30055	Template Assy - Rudder Quadrant Aft	To hold rudder quadrant in position while rigging control cables to pilots and co-pilots rudder control	N	U	U	U	U
F30057	Template Assy - Aileron Control	Used to establish the neutral aileron position at trai ling edge sta 612.40 while rigging the aileron control system.	U	U	U	U	U
F30058	Template Assy - Pilot's Throttle Aligning	For aligning throttles while adjusting cables and micro-switches. Replaces F30039.	U	U	U	U	U
F30059	Roller Assy - Canopy Seal	To install the cable which holds the pressure seal in the grooved seal retainers of the canopy and hatch-ways. Supersedes and replaces F71073 & 71077. Used in conjunction with F30073.	U	U	U	U	U
F30060	Gage Assy - Fwd. Aux. Fuel Tank Sight	To check amount of fuel in forward auxiliary tank within 10 gal. of true amount.	J	U	U	U	U
F30061	Adapter Assy - Control Column Fore & Aft Load	Used in conjunction with F30053 Protractor Assy-Cont Adjustment to measure the pilot effort on the control column fore and aft.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30062	Template Assy-Elevator Contour	To establish the neutral elevator position at stab sta. 84.25 while rigging the elevator control sys.	U	U	U	U	U
F30064	Adapter Assy - Artificial Feel System Test	An adapter used in conjunction with V-2 cabin test er supply air pressure to the elevator and rudder artificial feel actuators (Q springs) to test equipment.	U	U	U	U	U
F30068	Plug Assy -Compressor In let 8 Section Engine	Used to seal the compressor section to exclude for eign matter from the J-47GE-23 & 25 engines. Used for 88th & on.	N	N	U	U	U
F30069	Used to align-Lock Assy Aileron Buss Drum	Used to seal the compressor section to align RH aileron buss drom with the IH aileron buss drum to permit independent rigging or adjustment of the aileron control cables.	N	U	U	U	U
F30072	Gage - Valve Plunger Adjuster	Used to adjust the flaperon disconnect valve	U	U	U	U	U
F30073	Bar - Pressure Seal Installation	Used to install wire cables which hold the pressure seal in the grooved seal retainers along the doors and hatches. Supersedes F71073. Used in conjunction with F30059.	U	U	U	U	U
F30074	Bar Assy - Airplane Towing Steering	&Used with conventional tractor or USAF two trucks for towing, pushing and steering of B-47 airplanes from the forward MLG. The tow bar may be disassembled for stowage in the B-47 bomb bay compartment. Supersedes and interchangeable with F65976.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30075	Sunshade Assy - Fuselage Canopy	To protect personnel from sun while performing maintenance or service operation. Replaces F66098.	U	U	U	U	U
F30076	Wrench Assy - Spline Tooth	Used to remove or install splined retr. nut 6-28221 & 9-33089 on MLG retraction mechanism (15-24828 on B-47A, B & E fwd. MLG (5-29607) on B-47A, B & E aft MLG. Replaces and supersedes F66169.	U	U	U	U	U
F30077	Shield Assy - Engine Protective	Used to prevent entrance of foreign matter when cowling is removed during maintenance or overhaul of J-47GE-23 & -25 engines.	N	N	U	U	U
F30078	Lock Assy - MLG External Down	Flyaway - 2 per airplane (B-47E 51-5216 & on). A shear pin type lock with tee handle to be inserted in lower end of retracting mechanism while airplane is on ground. Locking pin arrangement prevents rotation of retracting screw and accidental collapse of LG mechanisms 15-24828-6 fwd. and 5-29607 aft. Replaces and supersedes F65679.	U	U	F	F	F
F30079	Kit - Bar Assy F65976 Retroactive Modification	Used to modify F65976 tow bar into F30074 Bar Assy Airplane Towing & Steering.					
F30080	Wrench Assy - Anti-Skid Detector	A tee handled female spline shaft to allow spinning of anti-skit flywheel during test and adjustment procedures. Supersedes F66072 AF 51-2164 & on. Fwd MLG, AF 51-2064 and on, aft MLG 51-2108 & on.	N	N	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature 8	Remarks					
F30082	Lock Assy - Outrigger Also Strut	The lock assy is used to prevent excessive or complete compression of the outrigger oleo when changing engines and jacking of the airplane is not desirable, or when the airplane is in an inspection dock during maintenance or overhaul operations.	U	U	U	U	U
F30083	Shield - MD78/APS-23 Modulator	Used to prevent personnel or tools inadvertently contacting the high voltage components of MD78/APS-23 modulator during bench functional test.	U	U	U	U	U
F30084	Clamp Assy - Neutralizer Rudder Boost Unit	The clamp assy is used to neutralize the rudder boost unit while rigging the rudder control cables.	U	U	U	U	U
F30086	Protractor Assy - Front Wheel Aligning	Used to measure the angular traverse of the fwd. MLG while checking the steering unit.	U	U	U	U	U
F30090	Wrench - Flap & Flaperon Cam Follower Adjustment	Used to adjust flap and flaperon cam followers.		U	U	U	U
F30091	Protractor Assy - Throttle Control	Used to indicate the correct position of the throttles and to give correct throttle cushion while rigging the throttle controls.	U	U	U	U	U
F30092	Wrench - Pin Spanner	For installing or removing the cap on the centrifigual brake thrust bearing on the MLG.	U	U	U	U	U
F30094	Kit - F66013 - Engine Spreader Retroactive Mod.	Used to modify the F66013 engine spreader jack to prevent accidental collapse of the jack due to improper installation.					

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30096	Neutralizer - Elevator Boost Cam	Used to neutralize the elevator boost cam while rigging the elevator control cables.	U	U	U	U	U
F30098	Template Assy - Control Column Neutral Position	Used to establish the neutral position of the control column at 19° forward of the airplane verticle while rigging the aileron and elevator control system.	U	U	U	U	U
F30100	Cable Assy - CA110 Extension (A-1 Polar Convertr	Used to connect the A-1 Polar Converter into the airplane circuit when the A-1 Polar Converter is removed from the airplane for testing, adjusting and/or maintenance. AF 50-027 & on. Supersedes F66116.	N	U	U	U	U
F30101	Cable Assy - Tstng Ignition	Used to test the circuit continuity of the ignition system of the J-47GE-23 and -25 engines.	N	N	U	U	U
F30102	Rod Assy - Auxiliary Fuel ATO Compt. Gaging	Flyaway - 1 per airplane. Used to measure the quantity of fuel in aft auxiliary ATO fuel tank. Replaces F66092. 52-479 & on.	N	N	U	F	F
F30103	Guard Assy - Engine Start Switch	Permits the safety locking of the ignition switches on the J-47GE-23 & -25 engines.	N	N	U	U	U

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Part No.	Nomenclature	SPECIAL TOOLS AVAILABLE Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30106	Shield Assy - Engine Tail-pipe Closure & Heating	Flyaway - 6 per airplane. Used to exclude foreign matter from the tailpipe and also to adapt 6 in & 12 in preheater during cold weather operation (AF 51-5235 & on, B-47E) Replaces F65957.	N	N	N	F	F
F30107	Spanner Wrench - Outrigger Thrust Bearing Cap	Used to remove or install the cap assy of the thrust bearing on the retracting mechanism of the outrigger LG.	U	U	U	F	F
F30110	Plug Assy - Ram Air Scoop Test	The plug assy is used to check the ram air scoop and rudder & elevator "Q" spring for leakage.	U	U	U	U	U
F30111	Kit Assy - Airplane Compass Swing	A kit composed of F30095 Indicator Assy - Airplane Centerline Cloverleaf Compass, F30112 Box Assy - Airplane Compass Swing & F30115 Gauge Assy - Centerline Indicator. The kit is used to give correct heading of magnetic compass. For alternate methods see 66107.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30114	Support Assy - Wide Open Bomb Doors	Flyaway - 2 per airplane. Used to hold the bomb doors in an extreme wide open position to provide maximum clearance for bomb loading. (B-47E, AF 51-5235 & on). Replaces F30037.	N	N	N	F	N
F30117	Spreader Assy - Engine	Used with standard 1/2 in square drive tools for rotating the inbd. engines outward from the firewall either separately or together, to permit access to parts on the firewall side during inspection and maintenance or removal of the J-47GE engines. Replaces F66013.	U	U	U	U	U
F30121	Guage - Flap Actuator Thread	A "GO and "NO-GO" guage used to test the flap drive screw nut during inspection of the flap drive mechanism. B-47B All, & E, 51-2357 thru 52-533.	U	U	U	U	U
F30122	Lock Assy - Droppable ATO Rack	Used to prevent inadvertent releast of the droppable external ATO rack by locking the release mechanism. It is also used in rigging the control cables of the release mechanism.	N	N	F	F	F
F30127	Cover Assy - APG-32 Tail Turret	Flyaway - 1 per airplane (AF 51-2412 & on). The cover is used to protect the A-5 tail turret from foreign matter. Supersedes F30024.	N	N	N	F	F
F30140	Cover Assy - Fuselage Nose	Flyaway - 1 per airplane. B-47E, AF 51-7065 & on. Used to protect the fuselage nose of B-47 airplane from foreign matter while the airplane is on the ground. Supersedes F65964.	N	N	N	F	N

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30141	Lock Assy - Camera Door Open	Flyaway -17 per airplane. Used to lock camera doors in open position to prevent injury to personnel. Replaces F66229.	N	N	N	N	F
F30148	Panel Assy-Single Pnt Refueling Control	Flyaway-1 per airplane. B-47E AF 52-508 & on. Used in conjunction with the airplane fuel quantity indicators to regulate and direct fuel flow from the single point fuel intake to the various tanks during ground refueling operations. Also tests the primary and secondary shut-off valves.	N	N	N	F	F
F30151	Streamer Assy-Pilot & Co-pilot Ejection Seat	Flyaway-2 per airplane. Used to prevent accidental firing of the initiators on the pilots and co-pilots ejection seat while the airplane is on the ground. Replaces F66193.	N	N	N	F	F
F30152	Streamer Assy -Navigators Ejection Seat Warning	Flyaway-1 per airplane. Used to prevent accidental firing of the initiators on the navigators ejection seat while the airplane is on the grnd and also warns maintenance personnel or crew members to check seat static line escape hatch. Replaces F66192.	N	N	N	F	F
F30154	Plug Assy-Chaff Chute	Flyaway-2per airplane. AF 52-508 & on. The plug assy is used to exculde foreign matter from Chaff chute.	N	N	N	F	F
F52114	Dolly Assy-Wheel Change MLG	A four-wheeled swiveled type caster dolly used for installation and removal of the MLG wheels. It is also used as a wheel transportation dolly by locking the two rear casters in trailing pos.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	[illegible]
F60251	Wrench Assy - 2 Lug Spanner	A tee handle wrench used to drive bearing retainer on pilots and co-pilots control column assy during assembly or disassembly.	U	U	U	U	U
F60252	Wrench 1-3/4 Spanner	A hook spanner used to drive bearing retainer on pilots or co-pilots control column assy during assembly or disassembly.	F	F	F	F	F
F63100	Eye-Mooring	Flyaway-2 per airplane. Screws into threaded hole in lower chord of fwd. spar at wing sta. 432.25 on ea wing for attaching mooring lines.	U	U	U	U	U
F63703	Wrench Assy-MLG Retr Shaft	A 3/4 male hex-head adapter, fitting into splines of bevel gear shaft and used to actuate MLG retracting mechanism.	U	U	U	U	U
F65642	Lock Assy-Ejection Seat	Useable on B-47B and 49-2642 and 49-2643. Used to prevent accidental firing of the initiators on the ejection seat.	F	F/N	N	N	N
F65648	Wrench Assy - Main Aleo Pack Nut	Used with telescoping bar AN 8507-1 or handle assy F65649 to drive oleo packing nut on MLG strut assy. (Used on units AF 49-1900 & 49-1901 only)	U	N	N	N	N
F65654	Wrench Pin-Spanner	A "U" spanner with handles used to drive nut assy on outrigger gear retracting mechanism during assembly or disassembly.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	KB-47E
F65679	Lock Assy-Main LG External Down	Replaced by F30078. Flyaway-2 per airplane. A shear pin type lock with tee handle which prevents rotation of the retracting screw and accidental collapse of the fwd & aft NLGs.	F	F	F	N	N
F65688	Wrench Assy-Slotted Nut Spanner	A dual-purpose tool with tee handles. Used to drive bearing retaining nut when assembling or disassembling NLG release assy on fwd & aft grs.	U	U	U	U	U
F65689	Wrench Assy-Slotted Nut	A tee handled wrench used to drive bearing retainer at assembly or disassembly of MLG release assy on fwd and aft gears.	U	U	U	U	U
F65690	Wrench-Hook Spanner	Used to remove or install steering cylinder cap and steering cylinder locknut on front MLG strut assy.	U	U	U	U	U
F65691	Wrency Assy-Slotted Nut Spanner	An open end type spanner used to remove or install nut 6-26956 retaining and steering piston rod assy.	U	U	U	U	U
F65697	Wrench Assy-Pin Spanner	A "U" shaped spanner with handles used to drive ring retr. 3-42565 when removing or installing the "O" ring and backup ring on the steering cylinder piston of the front NLG strut assy.	U	U	U	U	U
F65699	Pad-Airplane Jacking Wing	Flyaway-4 per airplane. Removal fittings for jacking the airplanes.	F	F	F	F	F

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SPECIAL TOOLS AVAILABLE.			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F65701	Lock Assy-External Outrigger LG Down	Flyaway-2 per airplane. Used on support installation while airplane is on the ground to prevent accidental retraction of outrigger LG.	F	F	F	F	F
F65702	Die Assy-Bearing Staking	A closely machined carbon steel punch and die used for staking soft ring to secure FAFNIR brg. in housing of MLG release assy of fwd and aft gears.	U	U	U	U	U
F65708	Wrench Assy-Slotted Nut Spanner	A tee handled wrench used to drive brg. retr. flap drive power unit assy during assembly or disassembly.	U	U	U	U	U
F65725	Wrench-Slotted Nut Spanner	A dual purpose wrench with handles used to drive brg. retaining housing assy and throttle shaft nut on pilots stand installation during assembly and disassembly.	U	N	N	N	N
F-65731	Lever Assy-Mount Pin Removing	Used to remove or insert the inboard nacelle anti-rotation pin.	U	U	U	U	U
F65732	Loader Assy-MLG Retr. Balls	A special adapter for loading balls and alternating into nut of main landing gear retr. mechanisms.	U	U	U	U	U
F65733	Loader Assy-Nose LG Retr. Balls.	A special adapter for loading balls and alternately into nut of outrigger landing gear retr. mech.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F65746	Sling Assy-Horiz. Stabilizer	A 3-cable sling used to inst. or remove the horiz. stab. assy on or from the airplane.	U	U	U	U	U
F65747	Sling Assy-Vertical Stabalizer	Used to install or remove vert. fin assy.	U	U	U	U	U
F65833	Wrench Assy-Slotted Nut Spanner	Used to drive locknut N-05 on slat drive gear box assy. Used to drive retr. on throttle control. Replaces F65714.	U	U	U	U	U
F65904	Clip-Spring Cartridge Flaperon Cont Rigging	Used to hold spring cartridge assy in extended position as shown on flaperon boost inst.	U	U	U	U	U
F65928	Sling Assy-Power Plant Hoisting	For hoiting J-47 engines at inst. into or removal from airplane for maintenance or overhaul operations. Flyaway -49-1904 only.	U/F	U	U	U	U
F65931	Strut Assy-Rotated Engine Support	A safety strut to hold engines in rotated maintenance position.	U	U	U	U	U
F65932	Wrench Assy-2 Lug Spanner 1/2 sq Drive	Used with std. sq. drive tools to remove or install bearing retaining nut on front MLG box assy.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	B-47E
F65933	Wrench Assy-2 Lug Spanner 1/2 Sq. Drive	Used with std. sq. drive tools to remove or install bearing retaining nut on front MLG box assy.	U	U	U	U	U
F65935	Die Assy-Bearing Staking	A closely machined steel collar and die used for staking soft ring to retain Shafer AB-4A brg. on elev. hinge assy.	U	U	U	U	U
F65936	Cover Assy-Two Eng Pod Nacelle	Replaced by F66097 for AF 51-2045 and on. Used to exclude foreign matter from the engines while the airplane is on the ground.	F	F	N	N	N
F65940	Adapter Assy-Flap Power Unit 1/2" Sq. Drive	A splined shaft used to drive the flap power on bench when setting limit switches or on the airplane when checking or adjusting flap drive system.	U	U	U	U	U
F65941	Wrench Assy- Pin Spanner	A tee bar wrench used to drive retainer on skid detecter assy installed on fwd and aft MLG.	U	U	U	U	U
F65942	Dolly Assy-J-47 Eng Build up & transportaion	Replaced by F30032. For use with J-47 engines for shop build-up and transportation.	U	U	N	N	N
F65943	Ring Assy-Engine Transportation Dolly-Eng Aft Support	For use in conjunction with 65944 and F65945 brackets for adaption of North American J-47 engine dolly E1186 to J-47 engine with Boeing saddle and pad fitting.	U	U	U	U	U
F65946	Adapter Assy-Outrigger Gear Retraction Mechanism Drive	A splined shaft used to drive the retracting mechanism On the outrigger landing gear when making switch adjustments.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	EB-47E
F65947	Template Assy-Engine Fuel Regulator Linkage Rigging	Used to correctly adjust and/or install fuel stop cock & regulator control linkage on engines.	U	U	U	U	U
F65948	Wrench-Slotted Nut Spanner 1/2" Sq. Drive.	Used with standard sq. drive tools to remove or install fwd. MLG steering system bearing retainers.	U	U	U	U	U
F65949	Wrench-Slotted Nunt Spanner 3/8 Sq. Drive	Used with standard sq. drive tools to remove or install brg. retaining nut on fwd. MLG steering ratio unit inst.	U	U	U	U	U
F65954	Adapter Assy-Slotted Nut Spanner 1/2" Sq. Drive Wrench	Used with std. sq. dr. tools to remove or install brg. retaining nut on front MLG steering ratio unit inst.	U	N	N	N	N
F65955	Adapter Assy-Offset 1/2 Sq Tang 1/2 Sq Socket	Used with standard socket and torque wrench to torques 9/16 nuts at splice plates-production break 329.28.	N	U	U	U	U
F65957	Shield Assy-Engine Tailpipe Closure & Heating	Replaced by F30106 AF 51-5235 & on. Flyaway-6 per airplane. Used to exclude foreign matter from tail pipe and also to adapt 6 in and 12 in dia. preheater during cold weather operation. (B-47B, AF 51-2045 thru AF 51-5234)	F	F	F	N	N
F65959	Wrench Assy-Slotted Nut Spanner	A tee handled wrench used to drive brg. retaining nut when assembling or disassembling hydraulic disconnect assy of the fwd MLG steering system.	U	U	U	U	U
F65961	Adapter Assy-Outboard Engine Intake Heat	Replaced by F66083. Used as an adapter to provide attachment ground heater to nacelle during cold weather operation.	F	F	N		

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F65962	Lock Assy-Bomb Bay Door Safety	Flyaway-4 per B-47A, 2 per B-47B & E. Used to provide positive block to prevent accidental closing of doors while parked.	F	F	F	F	N
F65963	Cover Assy-Canopy	Replaced by F30043. Flyaway-1 per airplane. To provide protection of canopy from sunlight, rain, snow and sand. (B-47B, 51-2045 thru el-2113)	F	F	F	N	N
F65964	Civer Assy-Fuselage Nose	Replaced by F30140 AF 51-7065 and on. Flyaway-1 per airplane. To provide protection of fuselage nose from sunlight, rain, snow and sand.	F	F	F	F	N
F65965	Civer Assy-LH & RH Wg	To privide all weather protection for upper suface of wing.	U	U	U	U	U
F65966	Diver Assy-LH & RH Horizontal Stabilizer	To provide all weather protection for upper surface of horizontal stabilizer.	U	U	U	U	U
F65967	Cover Assy-Fuselage Aft	Flyaway-1 per airplane. (B-47B & E 51-2045 thru 51-17386) Used to prevent leakage of water into or formation of ice in apertures of doors along upper surface of fuselage giving access to cables and controls between aft end of canopy and leading edge of vertical fin.	F	F	F	F	U
F65968	Cover Assy-Tail Turret	Flyaway-To prevent moisture or sand from entering gun mount holes or articulation slots in remote controlled tail turret. (B-47A, 49-1906, B-47B, 51-2304 thru 51-2356.)	U	U	U	N	N
F65969	Cover Assy-Forward Wheel Well	The shelter is used to provide a canvas floored and protected work area for servicing of landing gear and equipment.	U	U	U	U	N

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F65970	Cover Assy-Aft Wheel Well	Flyaway-1 per airplane. To provide all weather protection for aft wheel well when airplane is parked.	U	F	F	F	F
F65971	Cover Assy-Outboard Eng Nacelle	Superseded by F66096. Flyaway-2 per airplane. To be used for protection of outbd. engine nacelle in all weather conditions. Adapter sleeves for pre-heater are provided front and rear.	F	F	N	N	N
F65972	Cover Assy-Pitot Tube Automatic Releasing	Flyaway- 2 per airplane. Used to prevent entrance of moisture and foreign matter into potot orifice.	F	N	N	N	N
F76973	Sling Assy - Rudder	Used to hoist rudder upon removal or inst. Sling to arranged with counterbalance to carry weight of hoist from one side and permit removal or inst. in a side-wise direction.	U	U	U	U	U
F76976	Bar Assy-Airplane Towing and Steering	Flyaway-1 per airplane. On AF 49-1904 only. To be superseded by and interchangeable with F30074. Used with conventional tractor or tug for towing and steering from fwd MLG; bar may be disassembled for stowage in the B-47 Bomb Bay.	U/F	U	U	N	U
F65977	Testing Assy - ATO Operating Ciruits	Used to check 18 electric detonators circuits operating solid ATO bottles.	U	U	U	U	U
F76981	Wrench-Oleo Piston 3/4 Sq. Drive	A bar wrench used with std. 3/4 sq drive tools to drive oleo cylinder piston on front MLG strut assy. (B-47A, AF 49-1900 & 49-1901 only).	U	N	N	N	N

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F65983	Wrench-Slotted Nut Spanner	A bar spanner used with std 2/4 sq drive tools to drive piston head nut onto piston of MLG strut AEROL.	U	U	U	U	U
F65986	Wrench Assy-Hook Spanner	A hook spanner used with std. 1 in sq drive tools to drive packing gland nut onto lower end of shock strut cylinder.	U	U	U	U	U
F65987	Carrier Assy-K-2 System Sight Protective	Used to provide a shock mounted frame adapted for use with either type bomb sight Y-2 or Y-4 arranged to allow access for normal bench maintenance and fitted with a box case for protection in transportation or storage.	U	U	U	U	N
F65993	Rod Assy-Fwd & Center Tank Gaging	Flyaway-1 per airplane. A dip stick calibrated in gallons by 50 gallon increments, used to measure the quantity of fuel in the forward main fuel tank and center main fuel tank.	F	N	N	N	N
F65994	Rod Assy-Aft Main Fuel Tank Gaging	Flyaway-1 per airplane. A dip stick calibrated in gallons by 50 gallon increments used to measure the quantity of fuel in the aft main fuel tank.	F	N	N	N	N
F65999	Puller Assy-Lock Support Cone	Used to remove the cone lock support assembly from the IFR nozzle receptacle assy.	N	U	N	N	N
F66008	Cover Assy - ATO Exhaust	Flyaway-1 per airplane. Used to protect the ATO exhaust ports under all weather conditions. (AF 51-2045 thru AF 52-440).	F	F	F	F	F

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66009	Shield Assy-Empennage Exhausts	Flyaway-1 per airplane. Used to close the exhaust holes of the empennage heaters against foreign matter.	F	N	N	N	N
F66010	Lock Assy-Canopy Open External Safety	Flyaway-1 per airplane. Used to protect personnel from accidental closure of opened canopy in event of failure or inadvertant operation of canopy operating mech.	F	N	N	N	N
F66012	Sling Assy-Canopy Hoisting	A three-strap webbed sling with suitable attachments for overhead hoisting of the canopy assy.	U	U	U	U	U
F66013	Jack Assy-Engine S Spreader	Used with standard 1/2 in sq drive tools for rotating the inboard nacelle engines outward from the firewall. Replaces F65930.	U	U	U	U	U
F66018	Support Assy-Wide Open LH Bomb Door	Flyaway-1 per airplane. Used to hold bomb bay door in its extreme open position. Replaces F65926 on 51-2045 thru 51-2084 and replaced by F30037 for units 51-2085 on.	F	F	F	N	N
F66019	Support Assy-Wide Open RH Bomb Door	Flyaway-1 per airplane. Used to hold bomb bay door in its extreme open position. Replaces F65927 on 51-2045 thru 51-2084 & replaced by F30037 for units 51-2085 & on.	F	F	F	N	N
F66020	Shield & Adapter Assy-2 Engine Nacelle LH Intake Heating.	Flyaway-2 per airplane. Used to adapt ground pre-heater ducts to left hand intake of two engine pod nacelle. Replaces F65953, superseded by F30046.	F	F	N	N	N

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66021	Shield & Adapter Assy-2 Engine Nacelle RH Intake Heating	Flyaway-2 per airplane. Used to adapt ground pre-heater ducts to right hand intake of two engines pod nacelles. Replaces F65960, superseded by F30046	F	F	N	N	N
F66027	Cover Assy-Pitot Tube Automatic Releasing	Flyaway-2 per airplane. Used to cover pitot tubes while airplane is parked. Replaces F65972.	U	F	F	F	F
F66040	Shield Assy-Cooling Air Inlet	Flyaway-1 per airplane. Used to seal cooling air inlet to exclude foreign matter while airplane is on the ground. (B-47A, 49-1900 thru 49-1902).	F	N	N	N	N
F66041	Shield Assy-Cooling Air Exhaust	Flyaway-1 per airplane. Used to seal cooling air exhaust duct to exclude foreign matter when airplane is on the ground (B-47A 49-1900Thru 49-1902.	F	N	N	N	N
F66042	Wrench-Main Oleo Nut	Used with AN8506-1 or handle assy. F65649 to drive oleo packing nut on fwd MLG shock strut assy. AF 49-1902 & on.	U	U	U	U	U
F66043	Wrench Spanner-Steering Lock Nut	Used to install or remove the steering retr. nut on the fwd MLG shock strut assy.	U	U	U	U	U
F66047	Spanner Wrench-Oleo Upper Bearing	Used to install or remove the upper brg. on the out rigger landing gear strut.	U	U	U	U	U
F66048	Spanner-Oleo Strut Orifice	Used with a standard 1/2 extension drive to install or remove the orifice of the outrigger landing gear shock strut.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Mod				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66049	Shield Assy-Cooling Air Exhaust	Flyaway-1 per airplane. Used to seal cooling air intake to exclude foreign matter when airplane is on the grnd. Replaced by F30027 on units 50-073 and on.	F	F	N	N	N
F66051	Shield Assy-Cooling Air Intake	Used to seal cooling air intake, to exclude foreign matter while the airplane is on the ground. Replaced by F30027 on units el-2161 and on.	F	F	F	N	N
F66052	Lock Assy-MLG Oleo Extension	Superseded by F66053. Used for clamping front MLG strut and rear MLG strut in near taxi positions.	U	N	N	N	N
F66053	Lock Assy-MLG Oleo Extension	Used for clamping fwd and aft MLG struts in near taxi position.	N	U	U	U	U
F66054	Adjusting Cam-Receptacle Singnal Switch Plunger	Used for adjustment of microswitch on IFR boom signal switch assy installation on IFR nozzle receptacle.	N	U	N	N	N
F66055	Adjuster-Receptacle Signal Switch Plunger	Used to gage minimum switch setting when adjusting signal switch plunger travel on the IFR boom receptacle.	N	U	N	N	N
F6056	Adjuster-Receptacle Signal Switch Plunger	Used to gage nominal switch setting when adjusting signal switch plunger travel on IFR boom receptacle.	N	U	N	N	N
F66057	Adjuster-Receptacle Signal Switch Plunger	Used to gage "NO GO" switch setting when adjusting signal switch plunger travel on the IFR boom receptacle.	N	U	N	N	N

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SPECIAL TOOLS AVAILABLE			Mode				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	EB-47E
F66058	Panel Assy-Ground Pressure Refueling Control	Replaced by F66215 per kit F30066. Used to provide gages indicating contents of fuel tanks and electrical valve controls to regulate and direct fuel flow from the ground pressure fuel intake to the various tanks during ground refueling operation. For airplanes with non-compensating fuel gages.	N	F	N	N	N
F66060	Shield Assy-Inverter Duct	Flyaway-2 per airplane. Used to seal inverter ventilation ducts to exclude foreign matter when airplane is on the ground.	N	F	F	F	F
F60661	Adapter Assy-3/4 Sq Tang 3/4 sq Socket	Used with standard socket to drive and apply torque or remove the BAC-N10B-126 nuts at production body break sta. 329.28.	N	U	U	U	U
F66062	Dolly Assy-MLg Instaltn	Used to transport and install MLG, and to facilitate maintenance and overhaul.	U	U	U	U	U
F66064	Adapter Assy-1 sq Drive 3/4 Sq. Tang	Used with a standard socket to drive and apply torque or remove the EB-164 (Elastic Stop-Nut Corp) on lower longeron fitting at body break sta. 861.	N	U	U	U	U
F66065	Adapter-1 Sq Drive 3/4 Torque Wrench	Used with a standard 1 in torque wrench to drive and apply torque or remove the EB-182 (Elastic Stop Nut Corp.) nut at body break sta. 861.	N	U	U	U	U
F66066	Rod Assy-Fwd & Center Main Fuel Tanks Gaging	Flyaway-1 per airplane. A dipstick calibrated in gallons by 50 gal increments, used to measure the quantity of fuel in the fwd main fuel tank and center main fuel tank.					

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66067	Rod Assy-Aft Main Fuel Tank Gaging	Flyaway-1 per airplane. A dipstick calibrated in gallons by 50 gal increments, used to measure the quantity of fuel in the aft main fuel tank.	N	F	F	F	F
F66068	Wrench Assy-Slotted Nut Spanner	Lugs on inside to drive brg. retr. 3-52529-1 and lugs on outside to drive brg. retr. 3-524000-1 on the actuator assy for elevator, rudder, and aileron trim tabs.	N	U	U	U	U
F66072	Spinner Assy-Anti-Skid Detector	A tee handled female spline shaft to allow manual spinning of anti-skit flywheel during test and adjustment procedures.	U	U	U	N	N
F66082	Cover Assy-Two-Engine Pod Nacelle	Inboard engine pod parking cover. This cover is identical with F65936, except that the zippers replace parachute cone closures.	U	U	U	N	N
F66086	Gage Assy-Nozzle Receptacle Locking Lever	This gage is used in the nozzle receptacle to position boom nozzle locking lever assy in relation to the receptacles boom nozzle seat for adjustment of stop screw.	N	U	N	N	N
F66087	Shelter Assy-Jet Pod Service (B-36D)	Goodyear Co., Akron, Ohio	U	N	N	N	N
F66088	Sling Assy-ATO Bottles and Rack	This sling provides a means of lifting the ATO rack with three bottles attached as a unit for installation or removal.	N	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66092	Rod Assy-Auxiliary Fuel Tank RATO Gaging	Replaced by F30102. Flyaway-1 per airplane. A dipstick calibrated in 50 gal increments used to measure the quantity of fuel in the aft aux RATO tank.	N	F	F	F	F
F66094	Cover Assy-Forward Wheel well	Flyaway-1 per airplane. To provide all weather protection for forward wheel well when A/C is parked	U	F	F	F	F
F66096	Cover Assy-Outboard Eng Nacelle	Superseded by 65971. Used to exclude foreign matter Also provided with four ducts for use with 12 in dia heating tubes of type F1A or F4 heaters. To warm engines preparatory to starting in cold weather	N	N	F	F	U
F66097	Cover Assy-Inboard Pod	To exclude foreign matter. Also provided with four ducts for use with 12 in dia heating tubes of type F1A or F4 heaters. To warm engines preparatory to starting in cold weather.	N	N	F	F	U
F66099	Shelter Assy-B-47 Engine Service	A portable shelter of Airmat construction, useable inboard & outboard engine shelters for all maintenance operations except engine removal.					
F66100	Cover Assy-K-2 System Sightdome Semi-Permanent	Used as a semi-permanent installation for protection optical glass sightdome against abrasion or breakage during flight periods when sight is not in use.	U	N	N	N	N
F66102	Strap Assy- K-2 System Sight Handling	Used to provide hand holes on Y-2 or Y-4 periscopic sight unit for use in installation removal and for general handling when F65987 transportation box cannot be used.	U	U	U	U	N

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66103	Sling Assy-K-2 System B-1 Stabilizer Handling	Used to provide an easily installed hoisting sling for the B-1 stabilizer unit with hand grips suitable for use in removal & installation.	U	U	U	N	N
F66104	Bar Assy-K-2 System Computer Lift	Used in conjunction with F66104, K-2 hoist to provide a suitable means for lifting the tracking computer, the bomb release computer and the polar converter during installation or removal from B-47 aircraft.	U	U	U	U	U
F66105	Hoist Assy-K-2 System Computer Handling	Used in conjunction with F66104, K-2 system computer lift bar assy for hoisting the tracking computer, bomb release computer and polar converter during in stallation or removal from B-47 aircraft.	U	U	U	U	U
F66106	Support Assy-K-2 System Compass Compensating Transit	Used to provide a base for mounting transit used in compass compensating procedure.	U	U	U	U	U
F66107	Scaffold Assy-Compass Swing Transit Operators	Used to provide a work stand a support transit operator during compass swinging procedure. Scaffold is collapsible for ease of handling during shipment. For alternate methods see F30111.	U	U	U	U	U
F66108	Support Assy-Radar & Optical Boresgt Transit	Used to provide a support for the transit used in boresighting K-2 radar and optics, giving an unobstructed sight dead ahead to target, eliminating necessity for using compass rose.	U	U	U	U	U
F66109	Adapter Assy-K-2 and A-2 External Ground Power	Used to provide appropriate operating currents for ground maintenance and testing of K-2 and A-2 systems without energizing other airplan electrical systems.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Models					
			B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66110	Lift Assy-K-2 System Sight Installation	Used in conjunction with F66102 strap for supporting, raising or lowering of fwd. end of type Y-2 or Y-4 bombsight during removal or installation in nose section of airplane.	U	U	U	U	N
F66111	Cable Assy-CA2 Extension (SN47/APS-23)	Used to connect the synchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting and/or maint.	U	U	U	U	U
F66112	Cable Assy-CA10 Extension (SN47/APS-23)8	Used to connect the synchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting and/or Maint.	U	U	U	U	U
F66113	Cable Assy-CA101 Extension (CP-53/APQ-31)	Used to connect the azimuth computer into the airplane circuit when the azimuth computer is removed from the airplane for testing, adjusting and/or Maintenance.	U	U	N	N	N
F66114	Cable Assy-CA108 Extension (A-1 Polar Converter)	Used to connect the A-1 Polar converter into the airplane circuit when the A-1 polar converter is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66115	Cable Assy-CA109 Extension (A-1 Polar Converter)	Used to connect the A-1 polar converter into the airplane circuit when the A-1 polar converrr is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66116	Cable Assy-CA110 Extension (A-1 Polar Converter)	Superseded by F30100. Used to connect the A-1 Polar converter into the airplane circuit when the A-1 polar converter is removed from the airplane for testing, adjusting and/or maintenance.	U	U	N	N	N

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66117	Cable Assy-CA111 Extension (A-1 Polar Converter)	Used to connect the A-1 polar converter into the airplane circuit when the A-1 polar converter is removed from the airplane for testing adjusting&/or Maint.	U	U	U	U	U
F66118	Cable Assy-CA112 Extension (SN-57/APQ-31)	Used to connect the radar synchronizer into the airplane circuit when the radar sychronizer is removed from the airplane for testing, adjusting &/or Maint.	U	U	U	U	U
F66119	Cable Assy-CA113 Extension (SN-57/APQ-31)	Used to connect the radar sychronizer into the airplane circuit when the radar synchronizer is removed from the airplane for testing, adjusting &/or Maint.	U	U	U	U	U
F66120	Dable Assy-CA114 Extension (Release Computer)	Used to connect the bomb release computer into the airplane circuit when the bomb release computer is removed from the airplane for testing, adjusting and/or maintenance.	U	U	N	N	N
F66121	Cable Assy-CA115 Extension (Release Computer)	Used to connect the bomb release computer into the airplane circuit when the bomb release computer is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66122	Cable Assy-CA116 Extension (Tracking Computer)	Used to connect the tracking computer into the airplane circuit when the tracking computer is removed from the airplane for testing, adjusting an/or maintenance.	U	U	U	U	U
F66123	Cable Assy-CA117 Extension (Tracking Computer)	Used to connect the tracking computer into the airplane circuit when the tracking computer is removed from the airplane for testing, adjusting, and/or maintnenace	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66124	Cable Assy-CA118 Extension (Tracking Computer)	Used to connect the tracking computer into the airplane circuit when the tracking computer is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66125	Cable Assy-CA123 Extension (A-1 Tracking Control)	Used to connect the A-1 tracking control into the air plane circuit when the A-1 tracking control is removed from the airplane for testing, adjusting and/or Maint	U	U	U	U	U
F66126	Cable Assy-CA125A Extension (SN-57/APQ-31)	Used to connect the radar synchronizer into the airplane circuit when the radar synchronizer is removed from the airplane for testing, adjusting and/or Maint.	U	U	U	U	U
F66127	Cable Assy-CA126 Extension (SN-47/APS-23) (SN-57/APQ-31)	Used to interconnect the synchronizers when wither or both are removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66128	Cable Assy-CA127 Extension (PP352/APQ-31)	Used to connect the power supply into the airplane when the power supply is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66129	Cable Assy-CA128 Extension (PP353/APQ-31)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing adjusting and/or maintenance.	U	U	U	U	U
F66130	Cable Assy-CA129 Extension (PP353/APQ-31)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66131	Cable Assy-CA130 Extension (PP353/APQ-31)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66132	Cable Assy-CA131 Extension (PP353/APQ-31)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing, adjusting &/or maintenance.	U	U	U	U	U
F66133	Cable Assy-CA132 Extension (PP353/APQ-31)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing, adjusting &/or maintenance.	U	U	U	U	U
F66134	Cable Assy-CA133 Extension (PP353/APQ-31)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing, adjusting &/or maintnenance.	U	U	U	U	U
F66135	Cable Assy-CA124 or CA141 (Extension A-1/APA-59)	Used to connect the power supply into the airplane circuit when the power supply is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66136	Cable Assy-CA108A Extension (SN47/APS-23)	Used to connect the synchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting and/or maintenance.	U	U	U	U	U
F66137	Cable Assy-CA19A Extension (SN47/APS-23)	Used to connect the synchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting and/or maintnenance.	U	U	U	U	U
F66138	Cable Assy-CA20 Extension (SN47/APS-23)	Used to connect the synchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting and/or maintnenance.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66139	Cable Assy-CA21 Extension (SN47/APS-23)	Used to connect the synchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting, and/or maintenance.	U	U	U	U	U
F66140	Adapter Assy-Transit Adjusting	Used with F66108 and F66106 to provide an accurate transverse adjustment when aligning the transit with the center line of the airplane.	U	U	U	U	U
F66141	Cable Assy-CA18A Extension (SN47/APS-23)	Used to connect the s nchronizer into the airplane circuit when the synchronizer is removed from the airplane for testing, adjusting &/or maintenance.	U	U	U	U	U
F66151	Adapter-Socket Slot Drive	This adapter, used in conjunction with a std 3/8 in square drive speed wrench, provides a means of opening the slats for servicing of equipment in the leading edge of the wing.	U	U	U	U	U
F66153	Lever Assy-Drag Chute Release Mechanism Cocking	This lever provides a means of closing the authomatic release drag chute doors against the release spring pressure.	U	U	U	U	U
F66161	Dolly Assy-Storage Rack Outbd. Nacelle Panels & Engine Cone	This is a wheeled specialized rack to provide a safe portable rack for ground storage of nacelle cowling to prevent damage.	U	U	U	U	U
F66162	Dolly Assy-Inbd. Nacelle Cowling & Wheel Well Doors	This is a wheeled specialized rack to provide a safe portable rack forground storage of nacelle cowling to prevent damage.	U	U U	U	U	U
F66167	Wrench Assy-Pin Spanner	Used to drive nut assy 49-13662-1 for installation or removal from torque tube on MLG retr. mechanism fwd and aft gears. Replaces F65666.					

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66170	Wrench Assy-4-Lug Spanner	Used to drive bearing retr nut on MLG mechanism fwd & aft	U	U	U	U	U
F66171	Wrench Assy-Slotted Nut Spanner	Used to drive retr. nut 3-38458 on OLG retr mechanism 15-24476.	U	U	U	U	U
F66172	Socket-Fwd Main Gear Strut Metering Pin	Used with standard 3/4 in sq. dr. wrench handle for inst and removal of Bendix nut as on inner cylinder and axle assy.	U	U	U	U	U
F66173	Wrench Assy-Spline Tooth	This wrench is used to install and remove governor plate retr. nut on outrigger retr mech.	U	U	U	U	U
66174	Separator Assy-LG Retraction Mech. Balls	Used to segregate the load carrying balls "B" from idler balls "A" for the fwd, aft and outrigger LG.	U	U	U	U	U
F66176	Guard Assy-Y-2 & Y-4 Sight	A cover to be attached over sight dome to provide a handle used during installation to prevent breakage of glass dome.	U	U	U	U	N
F66178	Lock Assy-Canopy Open Safety	Flyaway-1 per airplane. To provide a positive means of preventing accidental closing of canopy and resulting injury of personnel in the cockpit. Replaces F66034.	N	F	F	F	F

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66180	Instruction Sheet Ground Pressure Refueling Control Panel	Instruction sheet for (Ref. F66058 & F66215) Panel Assy's-ground pressure refueling control.	N	U	U	N	N
F66192	Streamer Assy-Navigator's Ejection Seat Warning	Replaced by F30152. Flyaway-1 per airplane. Used to prevent accidental firing of initiators on the pilot's and co-pilots ejection seat while the airplane is on the ground.	N	N	N	F	F
F66193	Streamer Assy-Pilot and Co-pilot Ejection	Replaced by 30151. Flyaway-2 per airplane. Used to prevent accidental firing of initiators on the pilots and co-pilots ejection seat while the airplane is on the ground.	N	N	N	F	F
F66200	Hoist Assy-Camer Compartment	Flyaway-1 per airplane. Used in conjunction with F66201 to install or remove the camer and magazine.	N	N	N	N	F
F66201	Sling Assy-Camera Compartment Hoist	Flyaway-1 per airplane. The sling is to be used in conjunction with F66200 camera hoist, to hoist cameras and magazines into the camera compartment.	N	N	N	N	F
F66208	Compressor Assy-IFR Universal Receptacle Sleeve Valve Spring	Used to compress the sliding valve and valve springs in the universal receptacle for installation or removal of the nut which retains the valve actuator.	N	U	U	U	U

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SPECIAL TOOLS AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66209	Test Set-IFR Receiver System	Used to test the universal IFR in the receiver airplane.	N	U	U	U	U
F66210	Panel Assy-Ground Pressure Refueling Control	Provides gages indicating contents of fuel tanks and electrical valve controls to regulate and direct fuel flow from the single point intake to the various tanks during ground refueling operations.		U	U	U	U
F66214	Lock Pin Assy-Drop Tank Release Actuator	Used to prevent the accidental release of the drop tanks when the airplane is parked.			U	U	U
F66215	Panel Assy-Ground Pressure Refueling Control	Provides compensating gages to indicate contents of fuel tank and electrical valve controls to regulate and direct fuel flow from the single point fuel intake to the various tanks during ground refueling operations . Replaces F66058 per kit F3066.	U	U	U	N	

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F66126	Cover Assy-Fuselage Nose	Flyaway-1 per airplane. Provides protection from elements for nose of airplane.	N	N	N	N	F
F66218	Plug Assy-Cooling Intake Camera Compartment	Flyaway-1 per airplane. Excludes foreign matter from camera cooling duct when airplane is on the ground.	N	N	N	N	F
F66219	Plug Assy-Camera Inverters Cooling Air	Flyaway-1 per airplane. Excludes foreign matter from camera inverter cooling duct when airplane is on the ground.	N	N	N	N	F
F66220	Adapter Assy-IFR Universal Receptacle Pressure Test (9.50 dia)	Used to adapt a suitable pressure source to the IFR universal receptacle up stream.	N	U	U	U	U
F66221	Adapter Assy-IFR Universal Receptacle Pressure Test (6.60 dia)	Used to adapt a suitable pressure source to the IFR universal receptacle down stream.	N	U	U	U	U
F66222	Lock Assy-Bomb Bay Door Safety	Flyaway-q per airplane. Clamped on piston rod of bomb bay door Hydraulic actuator to provide a positive lock to prevent accidental door closure while parked.	N	N	N	N	F
F66224	Sling Assy-AN/APQ-31A System B-1 Stabilizer	Used to provide an easily installed hoisting sling with hand grips for removal and installation of the B-1 stabilizer unit.	N	N	N	U	U
F66225	Cable Assy-CA101 Extension (CP-53/APQ-31)	Used to connect the azimuth computer into the airplane circuit when the azimuth computer is removed from the airplane for testing, adjusting and/or maintenance.	N	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47B
F66227	Cable Assy-CA114 Extension (Release Computer)	Used to connect the bomb release computer into the airplane circuit when the bomb release is removed from the airplane for testing, adjusting, and/or maintenance.	N	U	U	U	U
F66228	Support Assy-Bomb Sight Collimator B-1 Stabilizer	Attaches to side of airplane at Sta 143 for support of collimator when boresighting B-1 stabilizer	N	N	N	N	U
F71051	Wrench Assy-Pin Spanner	A tee bar wrench. Side with larger distance between pins is used to drive retainers on MLG retracting mechanism during assembly and disassembly.	U	U	U	U	U
F71060	Wrench Assy-Pin Spanner	A tee handle wrench used to drive the brg retaining nut on the tab control housing of the rudder trim screw mechanism.	U	N	N	N	N
F71073	Tool-Door Seal	Replaced by F30073. A curved shank screw driver with a notched tip used at the corners of the frame for the navigators escape hatch to install the retaining wire which holds the cabin pres. seal in the hatch frame.	U	U	U	N	N
F71077	Tool Assy-Door Seal	Replaced by F30059. A notched tip screw driver used along the straight sections of the frame for the navigators escape hatch to install the cabin pressure seal in the hatch frame.	U	U	U	N	N
F71098	Die Assy-Bearing Staking	A closely machined steel collar and die for staking soft aluminum ring to retain bearing in the gear housing of the flap operated tab brg. assy.	U	U	U	U	U

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SPECIAL TOOLS AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	EB-47E
F71099	Die Assy-Bearing Staking	A closely machined steel collar and die for staking soft aluminum ring to secure Fanfnir 960K bearing on the reduction gear of the flap operated elevator tab bearing assy.	U	U	U	U	U

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APPROVED SPECIAL TOOLS

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SPECIAL TOOLS APPROVED - NOT AVAILABLE			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30120	Adapter Assy-Rudder Quadrant Alignment	Used to adapt F30038 Quadrant Assy-Rudder For airplanes equipped with A-5 tail turrets to check angular travel and alignment of the rudder and rudder trim tab in pre-flight inspection.	N	N	N	U	U
F30135	Sling Assy-Co-Pilots Ejection Seat	Used to remove or install the co-pilots ejection seat from the airplane during ground handling operations.	N	N	N	U	U
F52114	Dolly Assy-Wheel Change MLG	A four-wheeled swiveled type caster dolly used for installation & removal of the MLG wheels. It is also used as a wheel transportation dolly by locking the two aft casters in trailing position for towing.	U	U	U	U	U
F65709	Wrench-Slotted Nut Spanner	A spanner wrench used to drive bearing retainer 6-27313 2 on flap drive power unit 15-24555 during assembly or disassembly.	U	U	U	U	U
F65919	Wrench Assy-Pin S-panner	Used with commercial std. socket extension and flex handle to drive cone lock nut for removal or replacement of induction coils from inflight refueling receptacle on receiver airplanes.	N	U	N	N	N
F65989	Platform Assy-Bomb Bay Cargo	This platform is used in conjunction with F65990 Bin Assy and AF Cargo Bin part no 51D6196 for bomb bay cargo transportation and is provided with casters, towbar and rear hitch for ground handling. This tool has been approved but the AMC has initiated the contract for procurement.	N	U	U	U	N

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APPROVED SPECIAL TOOLS - NOT AVAILABLE

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F65990	Bin Assy-Bomb Bay Cargo	Replaced by AF Cargo Bin, P/N 51D6196, Used in conjunction with F65989 Platform Assy for handling and storage of parts and tools. This tool has been approved but procurement has not been initiated.	N	U	N	N	N
F66063	Test Set-IFR Receptacle	Used to check the operation of the electrical installation of the in-flight refueling system. Procurement has not been initiated.	N	U	N	N	N
F66165	Spreader Assy-"O" Ring IFR Receptacle	Used to install the secondary seal "O" ring packing in the IFR boom nozzle receptacle. Procurement has not been initiated.	N	U	N	N	N
F66175	Protector Assy-Bombsight Fuselage Nose	A semi-permanent cover to be installed for missions when sight is not to be used to protect glass dome from insects and abrasions.	N	U	U	N	N
F66177	Support Assy-Bombsight Collimator Model B-47A	To support collimator while boresighting the Y-4 or Y-2 bombsight. Procurement has not been initiated.	U	N	N	N	N
F66250	Adapter Assy-Flash Bomb Hoisting Mark 6 Bomb Truck	Used in conjunction with Mark 6 model bomb truck for loading of photoflash bombs into the RB-47E at any ground attitude.	N	N	N	N	U

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PART III

SPECIAL TOOLS PROPOSED

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SPECIAL TOOLS PROPOSED

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30097	Dolly Assy-A-5 Turret	Used to transport and facilitate the installation and removal of the A-5 Tail Turret. AF 51-2412 & on	N	N	U	U	U
F30099	Lock Assy-Co-Pilot's Rudder Pedal Adjustmt	Used to position the co-pilots rudder pedal adjustment assy equidistant between the rudder pedal stops while rigging the rudder controls to the rudder pedal.	U	U	U	U	U
F30104	Adapter Assy-33 Bottle ATO Rack	An adapter used on the M-22 Bomb Dolly to install or remove the ATO rack.	N	N	N	U	U
F30105	Dolly Assy-Photo Pod Transporting & Storage	The Dolly Assy, equipped with full swivel casters and caster locks, is used for transporting and storing of the photo pod fo the YRB-47B.	N	N	U	U	N
F30113	Cordage Assy- Airplane External Ground Communication	Used to provide communication facilities between the pilots compartment and ground personnel when the airplane is parked. Replaces F30028 AF 51-2412 & on.	N	N	U	U	U

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SPECIAL TOOLS PROPOSED			Model				
Part No.	Nomenclature	Remarks					
F30118	Kit Installation-F30032 Dolly Assy-Retoactive Modification	This kit is used to modify the F30032 Dolly Assy-Engine Build-up & Transportation-by replacing the non adjustable towbar with an adjustable towbar. This permits the dolly assy, when towed apparately or in tandem, to be used with J-47 engines equipped with after burners.					
F30125	Tester Assy-External ATO Circuits	Used to check the detonator circuits on the external 33 bottle ATO system.	N	N	N	U	U
F30126	Cordage Assy-External Ground Communication	Used to provide communication facilities between the pilots compartment and ground personnel when the airplane is parked. B-47E, 52-432 & on.	N	N	N	U	U

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SPECIAL TOOLS PROPOSED			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30129	Kit Assy-Toggle Adjustment	Used to adjust and set the limit switches and toggles of the Universal IFR receptacle.	N	U	U	U	U
F30130	Protector Assy-Fuel Cell Fitting	Used to protect the highly machined surfaces of the compression rings on the access door from torsion and abrasions during installation or removal from bomb bay fuel cells.	N	N	N	N	U
F30131	Lever Assy-Jettison Spring Loading Approach Chute	Resets the jettison mechanism of the approach chute after deployment.	N	N	N	U	U
F30132	Ring-Fuel Cell Retangular Access Fitting Protective	Used to protect the highly machined surfaces of the compression rings on the access doors from torsion and abrasions during installation or removal from fwd main center cell, aft main tank fwd cell and aft main tank aft cell.	N	N	N	U	U
F30133	Ring-Water Alcohol & Fuel Cell Interconnect Fitting Protective	Used to protect water-alcohol cell interconnect fittings on water-alcohol cells, fwd main center cells from torsion or abrasion during installation or removal.	N	N	N	U	U
F30134	Ring-Fuel Cell Oval Access Fitting Protective.	Used to protect the highly machined surfaces of the compression rings on the access doors from torsion and abrasions during installation or removal from the water-alcohol fuel cells 1 & 6 fwd main tank fwd and aft cells, fwd aux. tank aft cell, center main fwd, center and aft cell.	N	N	N	U	U

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SPECIAL TOOLS PROPOSED			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30136	Ring-Bomb Bay Fuel Cell Fitting Protective	Used to protect the highly machined surfaces of the compression rings on the access doors from torsion and abrasions during installation and removal from bomb bay. fuel cells.	N	N	N	U	U
F30137	Sling Assy-Pilot Ejection Seat	Used to remove or install the pilots ejection seat from the airplane during ground handling operations.	N	N	N	U	U
F30138	Stand Assy-A-5 Turret Harmonization	Aligns and harmonized the 20 mm guns and radar scope of the A-5 turret. Used in conjunction with F30139 Scope Assy - A-5 Turret Harmonization.	N	N	U	U	U
F30139	Scope Assy- A-5 Turret Harmonization	Used in conjunction with F30138 Stand Assy-A-5 Turret Harmonization to align the guns and radar scope of the A-5 turret.	N	N	U	U	U
F30143	Shield Assy-Photopflash Cartridge Ejector Type A-5	Used to protect the A-5 photoflash ejectors from foreign matter.	N	N	N	N	U
F30144	Hoist Assy-Camera Compartment	Used to install or remove cameras and magazines. Replaces F66200	nN	N	N	N	U
F30145	Template Assy-Universal Joint Drill	The template assy is used for drilling proper hole pattern in the universal joints of the flap drive system.	N	U	U	U	U

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SPECIAL TOOLS PROPOSED			Model					
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30149	Rod Assy-Engine Oil Tank Gaging Inbd.	Used to measure the quantity of oil in the inbd tank.	N	N	N	U	U
F30150	Rod Assy-Engine Oil Tank Gage outbd.	Used to measure the quantity of oil in the Outbd tank.	N	N	N	U	U
F30155	Dolly Assy-Inhabited Pod	The dolly is used to transport, install and sotre the inhabited pod installed in the airplane.	N	N	N	U	N
F30156	Sling Assy-Tail Turret	The sling assy is used to facilitate the removal or installation of the A-2 and/or A-5 tail turrets and is designed to be used in conjunction with the F30097 Dolly Assy-A-5 Tail Turret.	N	N	U	U	U
F30157	Guage Assy-Door Latch Adjusting	The guage assy is used to check the linkage adjustments of the landing gear and bomb bay door latches.	U	U	U	U	U
F30158	Platform Assy-Chaff Hopper Loading	The chaff hopper loading platform, an adapter designed to be used with a standard fork lift truck, is used to facilitate the installation and removal of the chaff hopper installed in the airplanes.	N	N	N	U	U

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SPECIAL TOOLS PROPOSED			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
F30160	Cart Assy-External Ground Power	The cart is used to provide a source of ground power to the A-2 or A-5 Fire Control System and the K-2 or K-4 Bombing Navigational Control System during periods of ground check and calibration. The electrical system of the airplane provides an external power receptacle for operation of the A-5 Fire Control System without operating other equipment of the airplane and with minimum regard for the position of any electrical switches outside the fire control system. Replaces F66109.	U	U	U	U	U
F30162	Template-Fuel Cell Fitting Bolt	Used to check the length of the bolts to prevent damage of the fuel cell fittings.	U	U	U	U	U
F30163	Tube Assy-Control Column Disconnect Cartridge Cocking	Used to return the control column disconnect cartridge to the coked position.		U	U	U	U
F30164	Jack Assy-Canopy Jettison Cartridge Cocking	Used to return the canopy jettison cartridge to the cocked position.	U	U	U	U	U
F65649	Handle Assy-Oleo Pack. Nut Wrench	Used with F66042 Wrench-Main Oleo Nut for driving Oleo Packing Nut on Fwd MLG Strut Assy.	U	U	U	U	U

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PART IV

SPECIAL TOOLS -

DOCUMENTS SPECIFICATIONS & REPORTS

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SPECIAL TOOLS-DOCUMENTS, SPECIFICATIONS & REPORTS

Part No.	Nomenclature	Remarks	Model B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
D-9323	Spec. for Special Tools B-47A	This specification is applicable to all special tools to be designed, made available for procurement and/or furnished as specified by the airplane contract for the model B-47A airplane defined by model spedification document D-10257.	U	N	N	N	N
D-9324	Spec. for Special Tools AF 49-2642 thru 50-082	This specification is applicable to all special tools to be designed, amde available for procurement and/or furnished as specified by the airplane contract for the model B-47B airplane defined by model specification document D-9328.	N	U	N	N	N
D-9523	Special Tools List Document Revision B-47A & B	This document contains lists of special and standard servicing, maintenance and overhaul equipment, recommended by the Contractor for procurement by the U.S Air Force to be used in the maintenance of the serial numbered airplane models stated.	U	U	N	N	N
D-11233	Spec. for Special Tools AF 51-2045 & on.	This specification is applicable to all special tools to be designed, made available for procurement and/or furnished as spedified by the airplane contract for the model B-47B, B-47E airplane defined by model spedification document D-10728.	N	N	U	U	N

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special TOOLS -DOCUMENTS, SPECIFICATIONS & REPORTS			Mod				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
D-11062	Special Tools List B-47B AF 51-2045 & on	This document contains lists of special and standard servicing, maintenance and overhaul equipment recommended by the Contractor for procurement by the U.S. Air Force to be used in the maintenance of the serial numbered airplane models stated.	N	N	U	U	N
D-11775	Spec. for special Tools RB-47E	This document covers the Contractor's responsibilities concerning: (1) The selection for design, approval to design and detail design of all special tools, maintenance equipemnt, servicing aids and ground handling equipemt for which the Contractor is responsible under the RB-47E airplane contract. (2) The submittal of technical date and drawings covering these items. This document does not cover special tools provisioning or furnishing of prototypes.	N	N	N	N	U
D-12651	Special Tools List RB-47E	This document is a list of Boeing-designed special tools and ground handling equipment known to be applicable to, and recommended for the maintenance, servicing and overhaul of those RB-47E model airplanes having serial numbers stated in this document	N	N	N	N	U

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SPECIAL TOOLS - DOCUMENTS, SPECIFICATIONS & REPORTS			Model				
Part No.	Nomenclature	Remarks	B-47A	B-47B (1)	B-47B (2)	B-47E	RB-47E
WD-13088	List of Special Tools Applicable to CFE	This document contains a list of special tools applicable to Non-Contractor Designed Furnished Equipment recommended by the Contractor for procurement by the U.S Air Force for maintenance of the B-47 airplanes.	U	U	U	U	U
WD-13113	Effect of Changes on B-47B Airplane Components Relative to Special Tools and Ground Handling Equipment	This document contains a list of special servicing, maintenance and overhaul equipment recommended by the Contractor for procurement by the U.S. Air Force to be used for maintenance of airplane serial numbers 51-2045 & on	N	N	N	U	N

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Staff Visit, Hunter AFB, Ga., 9 - 15 Nov 53

Director of Materiel Ch, Sup & Sv Div 3 Dec 1953
2AFMSH/Major Lomman/351/ss

1. In accordance with the provisions of 2AF Staff Memorandum 11-12, dated 20 July 1953, the following staff visit report is submitted:

a. Persons Making the Visit:

Major William J. Lomman
1st Lt Robert A. Welch
M/Sgt Anderson O. Edwards

b. Installation Visited:

Hunter Air Force Base, Georgia

c. Date and Duration of Visit:

9 - 14 November 1953

d. Purpose:

To conduct a Materiel Staff assistance visit.

e. Findings:

(1) Tab "A"- Conversion Program of 308th and 2d Bomb Wings

(2) Tab "B" - Base Supply

(3) Tab "C" - Supply Procedures within Maintenance

f. Action Taken:

Personnel of the Supply & Services Division are taking necessary action where possible to assist solving problems noted during the visit.

ORLAND G. HUFFMAN, Colonel, USAF
Chief, Supply & Services Division

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Exhibit D

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TAB "A"

CONVERSION PROGRAM OF 306TH & 2D BOMB WINGS

1. Review of the conversion program as observed from the Base Supply activity indicated the following:

a. Lack of an overall base conversion plan by which tactical units would be scheduled to utilize the one Base Supply receiving section. It was observed that several units desiring to process property into Base Supply arrive within a short time of each other, thus, considerable time was being lost waiting their "turn". Since many units must utilize this one section, it was recommended that the base establish a schedule for units to process excess property. This would permit advance planning and preparation throughout each unit and spreading of the workload in Base Supply equally throughout the day.

b. Many URGENT shortages were being requisitioned by both wings as observed in Class 17B. Approximately 1000 line items were being processed at time of visit that had been ordered by organizations between 10-20 October. This could indicate a laxity within organizations on ordering shortages. This matter was discussed with Division and Wing Directors of Materiel. It was recommended that equipment authorizations be reviewed in each organization and positive deadline dates be established to insure immediate requisitioning of all remaining shortages. The Base Supply Officer was to be advised of final date that units completed requisitioning in order that base excesses could be determined and reported for disposition.

c. Large quantities of B-29 spares were being turned in by tactical units at time of visit, although requirements had ceased to exist several weeks previously. This indicated a laxity within tactical organizations to expedite turn-ins of excess property no longer required. In several cases, this procedure has resulted in units receiving their new KC-97 - B-47 equipment and supplies prior to turn-in of excess B-29 material, thus, creating additional work and storage problems. It was recommended to Directors of Materiel that immediate action be taken to turn in remaining excesses as soon as possible.

d. Base Supply was taking action to increase base stock levels to support 40 each KC-97 aircraft, at time of visit. Due to a misinterpretation of conversion instructions furnished by this Headquarters, Hunter Air Force Base had not taken sufficient action to expand KC-97 stocks for additional aircraft. However, a review of AOCP items did not indicate that the high AOCP rate resulted from failure to requisition additional spares. A review of procedures to complete spares support for KC-97 and B-47 revealed that sufficient action had or will be taken to obtain required stocks based on latest supply information available.

e. Insufficient action had been taken by all units to cancel requisitions no longer required. Many items were found on back order in Base Supply for B-29 and RB-29 aircraft no longer possessed on the base. This discrepancy also applied to Base Supply as large quantities of supplies were

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TAB "A"

CONVERSION PROGRAM OF 308TH & 2D BOMB WINGS

1. Review of the conversion program as observed from the Base Supply activity indicated the following:

a. Lack of an overall base conversion plan by which tactical units would be scheduled to utilize the one Base Supply receiving section. It was observed that several units desiring to process property into Base Supply arrive within a short time of each other, thus, considerable time was being lost waiting their "turn". Since many units must utilize this one section, it was recommended that the base establish a schedule for units to process excess property. This would permit advance planning and preparation throughout each unit and spreading of the workload in Base Supply equally throughout the day.

b. Many UPAGAL shortages were being requisitioned by both wings as observed in Class 173. Approximately 1000 line items were being processed at time of visit that had been ordered by organizations between 10-20 October. This could indicate a laxity within organizations on ordering shortages. This matter was discussed with Division and Wing Directors of Materiel. It was recommended that equipment authorizations be reviewed in each organization and positive deadline dates be established to insure immediate requisitioning of all remaining shortages. The Base Supply Officer was to be advised of final date that units completed requisitioning in order that base excesses could be determined and reported for disposition.

c. Large quantities of B-29 spares were being turned in by tactical units at time of visit, although requirements had ceased to exist several weeks previously. This indicated a laxity within tactical organizations to expedite turn-ins of excess property no longer required. In several cases, this procedure has resulted in units receiving their new KC-97 - B-47 equipment and supplies prior to turn-in of excess B-29 material, thus, creating additional work and storage problems. It was recommended to Directors of Materiel that immediate action be taken to turn in remaining excesses as soon as possible.

d. Base Supply was taking action to increase base stock levels to support 40 each KC-97 aircraft, at time of visit. Due to a misinterpretation of conversion instructions furnished by this headquarters, Hunter Air Force Base had not taken sufficient action to expand KC-97 stocks for additional aircraft. However, a review of AOCP items did not indicate that the high AOCP rate resulted from failure to requisition additional spares. A review of procedures to complete spares support for KC-97 and B-47 revealed that sufficient action had or will be taken to obtain required stocks based on latest supply information available.

e. Insufficient action had been taken by all units to cancel requisitions no longer required. Many items were found on back order in Base Supply for B-29 and KB-29 aircraft no longer possessed on the base. This discrepancy also applied to Base Supply as large quantities of supplies were

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still due in from depots time are not required to support KC-97 - B-47 aircraft. This problem was considered serious and action was taken at time of staff visit to correct this discrepancy. See Inclosure I.

f. Procedures for issuing, incoming UPROAL equipment direct to organizations concerned from Base Supply were excellent.

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TAB "C"

SUPPLY PROBLEMS WITHIN MAINTENANCE

1. Promiscuous ordering of aircraft spares and related items by aircraft maintenance activities of both wings and the Air Base Group is considered to be a major problem effecting the ability of Base Supply to provide maintenance with the desired supply support. This outstanding discrepancy must be corrected by the individual maintenance supervisors and they, through coordination with supply liaison units and the aircraft spares service unit, must insure that unecessary requests are discontinued. Continuous review of parts request registers and Base Supply due-out files must be made to insure prompt cancellation of back-ordered items which are no longer required. The correction of this discrepancy will result in a tremendous decrease in workload for base and depot supply personnel; therefore, enabling them to provide more satisfactory supply support on actual requirements. Supply liaison officers should be made responsible for insuring that this discrepancy is corrected.

2. The importance of the responsibilities of the supply liaison officers are not fully realized. These individuals must be given whatever backing that may be necessary to fulfill their responsibilities. It is pointed out that, to a great extent, the effectiveness of supply support rendered by Base Supply is directly dependent upon the thoroughness with which the supply liaison units function. The qualifications and capabilities of personnel assigned to these units are of the utmost importance. Supply liaison personnel must not be required to perform duties that are the responsibilities of other units.

3. Failure of the tactical wings to provide qualified personnel to Base Supply for manning the research unit is obviously a contributing factor to the unsatisfactory AOCP rate presently being experienced. The research unit must be fully manned with the most qualified personnel available. Individuals assigned must be allowed to remain in the unit for a minimum of six (6) months.

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TAB "A"

CONVERSION PROGRAM OF 308TH AND 2D BOMB WINGS

1. Reference paragraph 1 a, Tab "A": Base Supply established a schedule for units of the 308th Bombardment Wing to process excess property. Trucks were assigned to the Supply Section of the Director of Materiel and these trucks were dispatched to the units of the scheduled periods. This alleviated the confusion at CRSC and expedited the turn in of excess property within this Wing.

2. Reference paragraph 1 b, Tab "A": The UPAMAL shortages mentioned in the report as being submitted by organizations were due to the receipt of new UPAMAL'S and new ECL's. Considerable time was required in screening new authorizations and the submission of requisitions was made as expeditiously as possible. To insure that all UPAMAL property was on requisition, supply officers were required to bring UPAMAL's to the Supply Office of the Director of Materiel. The UPAMAL's were individually screened and on the spot requisitions were accomplished for all shortages. The Base Supply Officer was advised of the final requisitioning date and the shortage requisitions were hand carried to Base Supply.

3. Reference paragraph 1 c, Tab "A": Necessary action was taken by the Supply Liaison Section to expedite turn-in of all B-29 spare parts. Follow-up inspection on 25 November revealed that turn-in action on spares had been completed.

4. Reference paragraph 1 d, Tab "A": A system of continuous research is being conducted by the Supply Liaison Section to insure that spare parts levels are adjusted to meet requirements.

5. Reference paragraph 1 e, Tab "A": All Tech Supply Officers cancelled requisitions for B-29 property. Supply Liaison received files of Second Air Force Forms 52 for outstanding due-outs no longer required for support of B-29 aircraft, and action was taken to cancel same. A personal inspection by the Director of Materiel showed no B-29 due-outs in Base Supply for the 308th Bombardment Wing.

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TAB "C"

SUPPLY PROCEDURES WITHIN MAINTENANCE

1. Reference paragraph 1, Tab "C": Weekly inspections of flight line, dock and shop stocks parts request registers are being conducted by the Supply Liaison Section to assure that only those items in quantities as required for immediate use are being requested form Base Supply.

2. Reference paragraph 2, Tab "C": All personnel assigned to Supply Liaison Section are currently being indoctrinated as to the provisions of operation and procedures as outlined in existing policies and other pertinent supply regulations. The deficiencies as outlined in this report have been brought to the attention of all personnel concerned.

3. Reference paragraph 3, Tab "C": Two highly qualified maintenance personnel have been assigned to the Research Unit on a permanent basis.

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OFFICE OF THE DIRECTOR OF MATERIEL (LOGISTICS)
308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia

3DML 29 December 1953

SUBJECT: Report of Visit To Second Air Force Headquarters

TO: Director of Materiel
308th Bombardment Wing H
Hunter Air Force Base
Savannah, Georgia

1. The Logistics Officer of this directorate visited Headquarters Second Air Force on 23 December 1953 for purpose of resolving a few mobility and logistics matters as shown below:

a. Status of FAK for 308th Air Refueling Squadron vs operations plan 40-53 as amended.

b. Request for confirmation of Telecon message received by 3DML on 8 December 1953 reference deletion of portion of Operations Plan 40-53.

c. Resolve total weight configuration as required in Operations Plan 40-53, as amended.

d. Information relative FAK bin modification for 308th Bombardment Wing.

e. To determine status of new FAK listings for B-47 - KC-97 Wing.

f. To establish working concept of present [illegible] relative our Base Support Equipment, etc..

2. The information in digest form is herewith noted as regards items noted under paragraph 1 above.

a. Reference 1a.: That present FAK on hand would be utilized and only that FAK as authorized for support of present committments with no additional replacements for 308th Air Refueling Squadron as such at Hunter Air Force Base.

EXHIBIT F

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3AML, Subject: Report of Visit to Second Air Force Headquarters

b. Reference 1b: That confirmation of Telecon of 8 December 1953 would be forthcoming from Second Air Force Headquarters probably by TWX. Furthermore, the concept of utilizing 10 FAK bins was (later deleted by Telecon of 8 December 1953) a determination that equivalents of about ten (10) FAK bins by weight and physical spares parts should be sufficient to carry WMP 40-53 committment through.

c. Reference 1c: That airlift weight configuration as shown in Operations Plan 40-53, as amended, was a very conservative figure for the 308th as it was thought that total configuration could have been actually pared down by the 308th.

d. Reference 1d: That suggested drawings were on hand at Second Bomb Wing and 308th Bomb Wing FAK section reference modification project; That project should be progressive based on work load capability of 308th Field Maintenance Squadron; that photographs and discussion be conducted by this office and Lt Davis, officer-in-charge - 308th Bomb Wing FAK section.

e. Reference 1e: That new 1CM FAK B-47 - KC-97 listings would be out about 1 February 1954.

3. In addition to the above, the Second Air Force headquarters logistics personnel concurred in the proposed target date for completion of 308th Bomb Wing Mobility Plan - given as 15 March 1954.

a. The cover design and sample of type of contents (with regard to dual colored scheme) was shown on this visit to 2AFDML and they thought it quite novel and highly acceptable.

4. Personnel contacted during visit were: Major Billy Gordinere, 2AFMML; Colonel McCleary (2AFDDM); Colonel McCoy (2AFDM) and M/Sgt Nycum, NCOIC of 2AFDML.

5. In summary, this officer thinks the trip to Second Air Force Headquarters was highly beneficial and worth while.

JOHN F. DORONDO
Major, USAF
Wing Logistics Officer

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2AF Message 2AFMSX 1503

TO: Chief of Maintenance FROM: 3DM 14 December 53
Lt Col Avriett/580/dws

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1. The following 2AF message 2AFMSX 1503, dated 11 December 1953, is quoted for your necessary action:

> 2AFMSX 1503. SUBJ: DECELERATION CHUTE AUTH FOR B-47 ACFT. CURR AUTH IS ONE EA PER ACFT. NO ACT IS CONTEMPLATED TO INCREASE THIS AUTH. THE REVISED B-47 FLYAWAY KIT CONTAINS AUTH FOR 3 EA PER SQ. CURR TABLE II DOCUSE INDICATE 12 EA CHUTES PER 45 ACFT FOR 90 DAY LEVEL IN BASE STOCKS. THESE ARE THE ONLY CHUTE AUTHS RECOGNIZED AT T IS DT. THIS HQ IS COGNIZANT OF THE FACT THAT UNDER CERTAIN WET AND/OR ICING CONDS AND UTILIZATION OF CERTAIN COMPARATIVELY SHORT RUNWAYS DURING DEPLOYMENT OF A WG AN ADD NO OF CHUTES MAY BE REQUIRED ENROUTE TO OS LOC THIS RQMT CAN BE MET BY INCREASING THE NO IN EA FLYAWAY KIT OR BY PREPOSITIONING A GIVEN NO OF CHUTES AT THE VARIOUS ENROUTE AND STAGING BASES OS OR BY INCREASING HOME STA STOCK LEVELS AND DEPLOY THESE W/THE UNIT. THIS HQ IS OF THE OPINION THAT PREPOSITIONING MAY BE THE MOST ECONOMICAL METHOD OF MEETING THIS RQMT IN VIEW OF THE FACT THAT THERE ARE LESS BASES CONCERNED THAN WGS AND THE RQMT WILL VARY DUE TO CLIMATIC AND RUNWAY CONDS AT EA BASE. FAC FOR DRYING AND REPACKING ON SHORT NOTICE W/B ANOTHER FACTOR TO BE CONSIDERED AT EA ENROUTE OR STAGING BASE. IN VIEW OF THE ABOVE, RQ YOUR SPECIFIC RECMDS BE FWDD SO AS TO REACH THIS HQ NLT 30 DEC 53.

2. Please reply by 1600 hours 21 December 1953. Suggest chutes be prepositioned and a parachute man (AFSC 58130/50) be added to each enroute maint team. If facilities are not available enroute for drying and repack. The expended chutes should be carried in each B-47 behind Co-pilots in A-5 compartment. Extra chutes would then be available during TDY. On return use some procedure. Must increase base stocks at TDY location to support normal attrition.

s/ G.C. Avriett
GILES C. AVRIETT, Lt Colonel, USAF
Director of Materiel

INFO: 3FMS
3DMS
3DML

Exhibit G'

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2AF Message 2AFMSX 1503

TO; ADDM FROM: 3DM 21 Dec53 #3
Lt Col Avriett/580

1. Following comments are in reply to 2AF message, 2AFMSX 1503, 11 Dec 53.

2. FAK and ZI base stocks are believed to be adequate, even for transition training and for maximum effort missions.

3. For deployment, the following pre-positioned enroute base stock levels are recommended: (Assumption that drying and packing facilities and repack personnel authorizations are present and adequate):

a. Runway condition: long (10000/) dry or wet 3

b. Runway condition: short, dry or wet 48

4. If enroute drying and packing facilities are <u>not</u> adequate, required extra chutes must be carried in the aircraft as an individual additional special authorization.

5. If runways are short, and enroute repack personnel authorizations are not adequate (1 chute/repacker/hour for 7 hour day) then additional repack personnel must be pre-positioned at the enroute base. It is estimated that a 16 hour MTD-type course would be adequate for training an individual in AFSC 43151J for this particular assignment if parachute technicians (58150) are not available.

6. Recommend no-chute landings be authorized and encouraged at enroute bases.

7. Following staging and FOB stocks are recommended.

a. Runways long, dry or wet 48

b. Runways short, dry or wet 90

CC: 2DM
3DMMC
3DML

G. C. AVRIETT, Lt Col, USAF
Director of Materiel

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HISTORY

OF

373RD BOMBARDMENT SQUADRON M

308TH BOMBARDMENT WING M

Hunter Air Force Base

Savannah, Georgia

FOR

1 December - 31 December

1953

47

William R. Sundermann

WILLIAM R. SUNDERMANN
Captain, USAF
Historical Officer

Vernon K. Cammack

VERNON K. CAMMACK
Lt Col., USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by S/Sgt Richard C. Ford

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Appendix I - Release of Lt Duffy from Active Duty

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CHRONOLOGY

1 December-12 December 1953 . . . Supervisory Maintenance personnel attended B47 counterpart training at MacDill Air Force Base, Florida.

5 December 1953 . . . . . Col Cammack returned from MacDill Air Force Base, Florida.

6 December 1953 . . . . . Inspection of supply facilities by Wing Director of Materiel.

9 December 1953 . . . . . S/Sgt James Triantafel assigned to unit for duty in supply section.

11 December 1953 . . . . . 100% attendence at Character Guidance Lecture.

12 December 1953 . . . . . Participation in Wing Review.

13 December 1953 . . . . . Lt Craven returned to duty as Squadron Engineering Officer.

15 December 1953 . . . . . Lt Duffy released from active duty.

24 December 1953 . . . . . Squadron Christmas Party.

29 December 1953 . . . . . Lecture period for make-up of all ABC requirements for 1953.

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ORGANIZATION AND ADMINISTRATION

During the month of December, one change occurred in the organization of the 373rd Bombardment Squadron. Lieutenant Gene J Duffy was released from active duty on 15 December 1953 and returned to civilian life. 1/

No other organization changes occurred, but the policies of the squadron were carefully reviewed.

1/ Special Order 284, paragraph 39, Headquarters 38th Air Division, Hunter Air Force Base, Georgia.

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PERSONNEL

On 31 December, our assigned strength was sixty-one officers and 146 airmen. The majority of our personnel were back from TDY and undergoing training locally. Only one of our key personnel was lost during the month. First Lieutenant Gene J. Duffy was released from active duty on 15 December 1953. A few gunners were reassigned to B-36 units within Strategic Air Command, but these people had been TDY and only returned to process into and out of the squadron.

Personnel-wise, the squadron reached a degree of stabilization higher than at any other time during the year.

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OPERATIONS AND TRAINING

During the month of December, 1953, the Operations and Training Section was primarily engaged in the continuing process of conversion into the B-47 program, and winding up the unfinished business of 1953.

A major problem that continued to exist was the difficulty experienced in maintaining proficiency among the crew members as outlined in Air Force Regulation 60-2. This problem was partially solved by allowing our personnel to get their flying time in aircraft of the Second Bombardment Wing and the Base Flight Section. It is believed that these problems will cease to exist once new aircraft are received in sufficient numbers.

Of the seventeen combat crews assigned, sixteen completed their crew training at Wichita, Kansas or Pinecastle Air Force Base, Florida. One crew was still in training at Pinecastle.

In general, the training accomplishments continued to be satisfactory. Very little air training was accomplished due to non-receipt of aircraft. A breakdown of annual ground training as required by Second Air Force Regulation 50-6 follows:

SUBJECT:	PERCENTAGE OF PERSONNEL TRAINED:
INTELLIGENCE	100
MANANGMENT TRAINING	100
PHYSIOLOGICAL TRAINING	100
CODE TRAINING PART III	31
FIRST AID	100

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OPERATIONS AND TRAINING CONT'D

SUBJECT	PERCENTAGE OF PERSONNEL TRAINED
ABC DEFENSE	100
ABC DEFENSE ANNEX I	97
ABC DEFENSE ANNEX II	100
BASIC WEAPONS	100
OCEAN SURVIVAL	100
SWIMMING PROFICIENCY	100
BASIC SURVIVAL	92
REFRESHER SURVIVAL	92
ADVANCE SURVIVAL	98
OPERATION & MOVEMENT OF AIRCRAFT ON THE GROUND	100
SECURITY	100
RADAR MAINTENANCE	100
SPECIALIST TRAINING FOR PILOTS	100
SKEET	63
CHARACTER GUIDANCE	100
INFORMATION HOUR	100

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INTELLIGENCE

There was little change in intelligence activities from the preceding month. The intelligence target study room was almost completely renovated at this time. The section began preliminary preparations for the intensive intelligence program anticipated to start shortly after 1 January, 1954.

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MAINTENANCE

We were still without any aircraft assigned during the month of December. Our personnel strength dropped to 113 assigned, with the loss of three airmen discharged. All of our airmen returned from various TDY's early in the month. We still had a number of personnel attending both the seven week B-47 familiarization course and the one week specialist courses of the Mobile Training Detachment, here on the base.

We received most of our authorized equipment and began to assemble it. This will better enable us to accomplish acceptance inspections upon arrival of our aircraft.

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SUPPLY

The month of December was spent by section personnel in the re-warehousing of tools. The supply room was cleaned thoroughly after completion of turn-in of excess property to base supply. During December, the section also worked to correct the discrepancies Director of Materiel found in their quarterly inspection. Squadron detail personnel were trained for the job of making the modifications necessary in all our P-1 flight helmets.

S/Sgt James Triantafel was assigned to the organization in December. S/Sgt Triantafel is of the supervisor level and his wide experience with unit property has greatly increased the efficiency of this section.

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BIBLIOGRAPHY

Morning Reports for December 1953

Morning Report for 30 November 1953

Squadron Files of Form 5's

Squadron Files of Form 1's

Squadron 50-6 Report

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KEY PERSONNEL

COMMANDER	LT COL VERNON K CAMMACK
ADJUTANT	CAPTAIN WILLIAM R SUNDERMANN
OPERATIONS OFFICER	MAJOR MAYRON H ROWE
ENGINEERING OFFICER	1ST LIEUTENANT DONALD E CRAVEN
SUPPLY OFFICER	1ST LIEUTENANT ROGER L SIMAN
INTELLIGENCE OFFICER	2ND LIEUTENANT DENIS R BAIER

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APPENDIX I

HEADQUARTERS
39TH AIR DIVISION (SAC)
Hunter Air Force Base
Savannah, Georgia

SPECIAL ORDERS)
NUMBER 284)

8 December 1953

E-X-T-R-A-C-T

* * * * * * * *

39. DP, 1ST LT (1291C) CHUNG J DUCKY AO1911896 (W) (YOP - 24) (Plt) WP hie HOR - 1628 North Patton St, Philadelphia, Penn, to arr on 15 Dec 53, on which dt he is rel fr asgmt 372nd Bomb Sq 308th Bomb Wg M this sta, (SAC) and fr EAD: asgd Hq Sq Sec NADS, LAF, Mitchell AFB, N Y on day subg to dt of rels fr AD. All trans asmt held apn term on eff dt of rels fr AD. TPA. If tvl by pov is not used, tvl time w/b the time of the curr used. POE. O&M. 50X9500 448-A01 P59%(.1)-02-03-07 899-999. Auth: AFR 36-51 Par 11.

* * * * * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH W ARNOLD
Capt, USAF
Adjutant

/s/ John E Thomson
/t/ JOHN E THOMPSON
2D LT, USAF
Asst Adjutant

A CERTIFIED TRUE EXTRACT COPY:

JACQUES G. BEZELEY
Captain, USAF
16991A

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MONTHLY HISTORICAL REPORT

374th Bomb Squadron
308th Bomb Wing

S.A.C.

December 1953

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Hunter Air Force Base
Georgia

John O. Vick
JOHN O. VICK
Lt Col., USAF
Commander

Carl W. Hathaway
CARL W. HATHAWAY
Captain, USAF
Historical Officer

Eugene L. Bragdon
EUGENE L. BRAGDON
A/2C., USAF
Historian

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13	Chapter V	Miscellaneous
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16	-	Biblography
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(12)	Appendix III	B-47 Crews
(13)	Appendix IV	Engineering Section Training
(15)	Appendix V	Photo of Presentation Ceremony

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Chronology

December 1953

Day of Month	Event
2	Last touch-football game of the season.
3	Lt Col John O. Vick departed for Barksdale AFB, Louisiana; Major Frederick M. Millsap acting Squadron Commander in the absence of Lt Col Vick.
5	Lt Col John O. Vick returned from Barksdale AFB, Louisiana and resumed command of the Squadron.
11	Inter - communications system completed for the Operations Office. Lt. Rodriguez, adjutant, on leave; Lt. Warrington acting adjutant.
12	Wing Inspection of personnel in ranks. Wing Review. Information hour.
13	Lt. Rodriguez returned from leave.
15	Major John F. Turnbull replaced Major Russell K. Weller as Squadron Operations Officer.
24	Squadron social gathering at Squadron Operations.
28	Practice Notification Plan Alert.
29	Lt Col Vick entertained officers of the Squadron and other guests at the Officer's Club.
31	Arrival of first B-47 aircraft assigned to the Squadron.

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Chapter I

Organization and Administration

December 1953 was an inactive month for the 374 Bomb Squadron just as the last two previous months had been. This has been due to a total lack of aircraft from the 30th of September when the last B-29 left (1) to the 31st of December when the first B-47 arrived. During this period large numbers of personnel were absent from the base attending training for their particular parts in the new program. As December came to a close, it became evident that this phase of transition from a B-29 to a B-47 Squadron was drawing to a close. Most personnel absent on leave had returned by mid - December and the new aircraft were expected to arrive at any time. The actual arrival occurred on the last day of the year when Major Frank Voigtmann, instructor pilot for this Wing, arrived as aircraft commander of B-47 #52-222 with Captain George Gibson as co-pilot and Captain Jesse Payne as observer. With appropriate c ceremony the plane was turned over to the squadron commander, Lt Col John O. Vick and the crew chief, S/Sgt Joseph Tirpak.

The last touch football game was played on the second of December with the Squadron losing a close game to the 96 Bomb Squadron of the 2nd Bomb Wing.

Lt Col John O. Vick, squadron commander, was absent from the third to the fifth of December, on official business at Second Air Force Headquarters, Barksdale Air Force Base, Louisiana. During his absence, Major Frederick M. Killsap served as acting squadron Commander.

(1) Historical Report, 374 Bomb Squadron, September 1953, Appendex VI

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While the squadron adjutant, 1st Lt Riroberto Rodriguez, was absent on leave the 11th to 13th of December, 1st Lt James Warrington served as acting adjutant.

A new duty and additional duty roster was prepared in December to be issued in January. This appears in revised form as Appendix II of this report.

The rated officers present for duty have put forth considerable effort to make the Squadron Operations building clean, attractive and convenient. In addition to a thorough cleaning and some painting an inter - communication system was installed. This "inter - comm" was largely the work of Captain Hillyer Smith and Captain Jesse Payne who exercised considerable initiative and imagination is securing needed parts, then constructing and installing the system.

On the 12th of December the Squadron assembled in front of Squadron Operations and marched over to the ramp on the Flight Line. There an inspection in ranks was conducted by field grade officers of the wing. This was followed by presentation of several awards including commendation of S/Sgt Osmen T. Pully of this squadron for his fine work in preparing B-29's for departure from this Wing. The wing then passed in review before the Wing Commander and his Staff.

After the review a brief Information Hour was held at which 1st Lt William T. Dugard explained the operation of the Squadron Alert Plan. Captain Carl W. Hathaway cautioned all personnel about hazzards over the holidays and Lt Col John O. Vick spoke of the very fine apperarance of the barracks and other matters of concern to the personnel of the squadron. A pay - call was then held so

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that all personnel desiring partial pay to defray expense of holiday leaves might have them.

Major John F. Turnbull replaced Major Russell K. Weller as Squadron Operations Officer on the 15th of December. Previous to this Major Turnbull had been working at 308 Bomb Wing Operations. Major Weller was assigned to Wing Operation.

On the 24th of December from 1100 until noon there was a small, informal social gathering of officers and airmen at Squadron Operations at which egg - nogg was served. (1) Brigadier General Maurice A. Preston, wing commander, attended and spoke briefly and informally to the personnel present.

On the 29th of December Lt Col and Mrs. John O. Vick entertained the officers of the squadron at a cocktail party at the Officer's Club commencing at 1930 hours. (2) Also present as guests were the Wing and Air Division Commanders and several of their staff officers, As the club had an orchestra present, dancing followed the cocktail party which thereby became a full evening of pleasant association - - - The first social event for the squadron since the conversion program started. It is pointed out that there has been nearly a 100% turn - over of officer personnel in the squadron since early summer of this year. This fact alone gave added significance to the cocktail party since so many of the officers and wives had not previously met.

A practice Notification Plan alert was executed on the evening of the 28th of December. The purpose of this was to test the not-

(1) Interview with 1st Lt Rigoberto Rodriguez, squadron adjutant.

(2) Interview with 1st Lt Rigoberto Rodriguez, squadron adjutant.

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ification system for effectiveness. This alert went into effect from 2015 to about 2200 hours during which 81.3% of personnel present for duty reported. No announcement of this was given at the Base Theater or an even better showing might have been made.(1)

In summary, it must be observed that the enforced inactivity of the 374th Bomb Squadron here at Hunter AFB, Georgia has been a period of vigorous training for all personnel absent on temporary duty for that purpose. This phase has now passed. Personnel will be mostly present for duty after the New Year holiday and B-47's will continue to arrive allowing the flying training program to get under way during January. Much progress has been made which should show up as the flying training program proceeds. The 308th Bomb Wing of which the 374th Bomb Squadron is a part should soon assume its full role as an important factor in the National Defense structure of this country.

(1) Telephone conversation with 1st Lt William Dugard, Notification Officer.

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Chapter II

Personnel (1)

Strength figures for the 374th Bomb Squadron for the last day of November 1953 and the last day of December 1953 are given below for purpose of comparison:

30 November 1953 (2)

	For Duty	N/For Duty	Total	Sick	Lv	T.D.Y.	Total	Aggregate
Officers	20	0	20	0	3	44	47	67
Airmen	83	1	84	1	8	33	42	126

31 December 1953 (3)

	For Duty	N/For Duty	Total	Lv	T.D.Y.	Total	Aggregate
Officers	41	1	42	13	9	22	64
Airmen	88	0	88	30	5	35	123

During December 1953 the 374 Bomb Squadron gained one officer and five airmen and lost four officers and eight airmen all by reassignment. The officer gained was Major John F. Turnbull, a pilot AOB, from Headquarters 308 Bomb Wing who was assigned duty as Squadron Operations Officer. An aircraft maintenance supervisor also joined the squadron from the Wing Headquarters. The Squadron gained a senior jet engine mechanic from Offutt AFB, Nebraska, a motor

(1) All data for this chapter obtained from Morning Reports of 374th Bomb Squadron, 308th Bomb Wing for December 1953 with duty assignments and other details supplied by A/1C Thomas M. O'Horo, classification specialist.
(2) Morning Report, 374 Bomb Squadron, 30 November 1953.
(3) ibid. 31 December 1953.

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vehicle mechanic from Ramey AFB, Puerto Rico and two airmen returning from the Far Eastern Air Force. These two were a senior intelligence specialist and an apprentice automotive mechanic.

Of the personnel transferred from the 374 Bomb Squadron, three officers were sent to Headquarters 308 Bomb Wing. These three officers were Major Russell K. Weller, formerly Squadron Operations Officer and two B-47 observers. A pilot AOB was transferred to the 375 Bomb Squadron, this wing. A flight engineer absent from the base on temporary duty was transferred to Lockbourne AFB, Ohio where his training and experience can be used. Four gunners all recently trained for duty as B-36 gunners were sent to such bomb wings, two going to Carswell AFB, Texas and one each to Ellsworth AFB, South Dakota and Limestone AFB, Maine. Two airmen were sent to Sheppard AFB, Texas for training in the supply field. A convicted prisoner was transferred to disciplinary barracks at Camp Gordon, Georgia.

The two most radical personnel changes to be noted in comparing statistics for the end of November and the end of December are the sharp increase in the number on leave and the equally abrupt decrease in the number of personnel absent on temporary duty. The increase in leaves came as a normal result of the holidays and the enforced idleness of the squadron due to lack of aircraft. The decrease in personnel on temporary duty reflects the completion of the initial B-47 training program. In this respect, 11 B-47 crew members returned from Wichita AFB, Kansas and 24 from Pinecastle AFB, Florida. Thirteen aircraft maintenance personnel returned from Amarillo AFB, Texas. Lt Col John O. Vick, Squadron Commander, returned from Mather AFB, California where he had completed the staff officers course on the K-System of radar. One officer returned from Maxwell AFB, Alabama

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where he had completed Squadron Officers School. Nine aircraft maintenance men had gone to MacDill AFB, Florida during November to obtain practical experience working on B-47's. These nine airmen returned and six others went there for the same purpose and returned. Five gunners returned from Lowry AFB, Colorado where they had completed the B-36 gunnery course preparatory to transfer to appropriate bomb units. An observer went to Barksdale AFB, Louisiana on official business for the Wing Observer and was gone for two days.

One officer and 12 airmen were promoted during December as follows:

Permanent Captain to Temporary Major	1
Temporary S/Sgt to Temporary T/Sgt	2
Permanent A/1C to Temporary S/Sgt	2
Permanent A/2C to Temporary A/1C	2
Permanent A/3C to Permanent A/2C	5
A/B to Permanent A/3C	1

An officer who had been absent - sick recovered and returned to delay enroute status and an airman absent - sick returned to duty.

A single - rated bombardier was re - classified as an intelligence officer and is serving the squadron in that capacity.

One airman was absent without official leave for three days, believing he was on pass. Prompt administrative action was taken by the First Sergeant to assure no such misunderstanding will occur in the future.

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Chapter III

Operations

The 374th Bomb Squadron began December 1953 with no aircraft and with many of its flying personnel absent from the base for training. Thirty - five air crew members returned during the month.(1) By mid - December the squadron was largely present for duty, but still lacking aircraft which had been expected to arrive early in the month. With the coming of the Christmas and New Year holidays many departed on leave and the month closed with but little activity at this base. Ground training was at a minimum, consisting of little but an occasionel session at the Scandinavian Room for calisthenics and a steam bath.

The observers held two classes in celestial techniques, but these will probably be repeated since many were still absent.

The Operations building was cleaned and some attempt was made at re - painting the interior. The work being done largely by the officers who were otherwise largely unemployed.

The big event of the month (and for that matter of the year) was saved for the last day of the year when the first two B-47's arrived for the 308th Bomb Wing. The first one was given to the 375th Bomb Squadron and the second one to the 374th. As the serial number of the aircraft was 52-222, it was named "Deuces Wild". It was flown here to Hunter Air Force Base, Georgia from the modification plant at Tulsa, Oklahoma by Major Frank Voigtmann, Wing Instructor Pilot, Captain George B. Gibson, Squadron Standardization board pilot and Captain Jesse Payne, observer. After its arrival

(1) See Chapter II and Appendix I of this report for details.

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it was turned over to the Squadron Commander, Lt Col John O. Vick and to S/Sgt Joseph Tirpak, the crew chief. Although the year ended with enforced and understandable idleness, it was clear that this situation will change rapidly as aircraft continue to arrive and the flying training program gets under way.

Communications (1)

A complete inter - office communications system was installed in the Operations building, largely the work of Captain Hillyer S. Smith and Captain Jesse Payne. Radio Facility Charts were obtained for use with the new jet bombers and the Communications Section co-operated with Wing Communications and the Map Room to secure copies of "Pilot's Handbook, Jet".

Intelligence (2)

At the end of December the Intelligence Section consisted only of the Intelligence Officer, 1st Lt Dante S. Reale. Duties of the section were largely routine and consisted largely of processing any incoming personnel assigned to the squadron late in the month.

During December partitions were built in the Operations building and the section was installed in its new quarters.

(1) Written Report by Captain Hillyer S. Smith, Communications officer to the Squadron Historical Officer.
(2) Written report by 1st Lt Dante S. Reale, Intelligence Officer, to Squadron Historical Officer.

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Chapter IV

Aircraft Maintenance and Supply

With No aircraft assigned to the squadron until the last day of the month, the activities of the section were largely confined to training. Thirteen airmen returned from Amarillo AFB, Texas where they had been on temporary duty attending jet engine mechanic's school. Nine airmen of the section who had gone to MacDill AFB, Florida during November returned during December and six others went there for two weeks and returned. The purpose of this temporary duty was to allow the men to acquire a little first hand experience in the job to which they will be assigned when this squadron's aircraft arrive and normal operations are resumed. Forty maintenance men completed Auxilliary Power Plant School at this base and eight airmen started B-47 Mobile Training Detachment also at this base.(1)

Of the 12 airmen in the squadron who were promoted during December, 10 were from the Engineering Section.

Supply (2)

Early in December the Supply Section was alerted to move from building T-1245 to larger quarters in T-1231 and prepare for the move while accomplishing its other duties. In addition to normal requisitions and reports of the section much time and effort was spent on bringing UAL and UPREAL changes up to date. Many hours were spent on this after normal duty hours. Mechanic's tool boxes were prepared and the proper assortment of tools placed in each.

(1) Written historical summary by Flight Line Maintenance Officer to Squadron Historical Officer. For names see Appendix IV.
(2) Written report to Squadron Historical Officer from 2nd Lt Charles T. Wingard, Supply Officer.

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Immediately after Christmas the section moved to its newly assigned quarters as it had been alerted to do earlier in the month.

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Chapter V

Miscellaneous

Community Chest Drive

The Savannah Community Chest's annual appeal for funds took place in November(1) but donations continued to be received into December. The final figures showed that the 374 Bomb Squadron had contributed $1,277.03 which arerages $6.65 per man present for duty.(2) This was the highest percent contributed by any squadron on the base.

Touch Football Season

The touch football season began the 6th of October and ended the 2nd of December. The following were the results for the 374th Bomb Squadron:(3)

Opponent	Date	374	Opp.
308 A&E Sq	6 Oct	0	1
AACS	13 Oct	1	0
Medical Sq	19 Oct	1	0
Air Police	30 Oct	1	0
804 Hq Sq	2 Nov	8	20
308 A.R.S.	9 Nov	0	1
AIO Sq	17 Nov	12	0
20 Bomb Sq	24 Nov	7	14
96 Bomb Sq	2 Dec	0	1

The one to nothing scores resulted from a ground rule designed to prevent ties. If a game were tied at the end of the game, the tie was broken by giving each team four downs in which to advance the ball. The team advancing the ball the greatest distance was awarded one point. The squadron tied for fourth place in the league.

(1) Historical Report, 374 Bomb Squadron, November 1953 page 10.
(2) Telephone conversation with Miss Marilyn Douglas of AIO, secretary for Community Chest Drive at Hunter AFB.
(3) Report supplied by 2nd Lt John Wilmont, who played on the 374 team.

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Glossary

Lt Col	Lieutenant Colonel
Capt	Captain
1/Lt	First Lieutenant
2/Lt	Second Lieutenant
M/Sgt	Master Sergeant
T/Sgt	Technical Sergeant
S/Sgt	Staff Sergeant
A/1C	Airman First Class
A/2C	Airman Second Class
A/3C	Airman Third Class
A/B	Airman Basic
AACS	Air and Airways Communications System
ABC	Atomic, Biological, Chemical
Acft Maint Supv	Aircraft Maintenance Supervisor
Acft Maint Tech	Aircraft Maintenance Technicial
Acft Mech Helper	Aircraft Maintenance Helper
AFB	Air Force Base
Apr Auto Mech	Apprentice Auto Mechanic
Apr Jet Mech	Apprentice Jet Mechanic
AWOL	Absent Without Official Leave
ibid	The same as the previous
Lv	Leave
M.R.Clerk	Morning Report Clerk
N/For	Not For
Obs	Observer
OJT	On the Job Training
PAFSC	Primary Air Force Specialty Code

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Glossary (continued)

PCS	Permanent Change of Station
Pilot AOB	Pilot, Aerial Observer-Bombardment (Multiple rated)
Radar Op	Radar Operator
Sq Comm	Squadron Commander
Sr Intel Spec	Senior Intelligence Specialist
Sr Jet Mech	Senior Jet Mechanic
Sr Org Supv Sp	Senior Organizational Supply Specialist
TDY	Temporary Duty
UAL	Unit Allowance List
UPREAL	Unit Property Records Equipment and Allowance List

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Biblography

In addition to personal observations and minor informal inquiries made by the Squadron Historical Officer, the following sources of information were used in compiling this report:

Morning Reports:

30 November 1953

Each day of December 1953

Historical Report, 374 Bomb Squadron:

September 1953

November 1953

Interviews:

1/Lt Rigoberto Rodriguez, squadron adjutant

A/1C Thomas M. O'Horo, classification specialist

Telephone conversations:

1/Lt William Dugard, squadron notification officer

2/Lt John Wilmot, member of squadron touch football team.

Miss Marilyn Douglas, of Air Installations Office, secretary of Community Chest Drive at Hunter Air Force Base.

Written reports to Squadron Historical Officer from:

Flight Line Maintenance Office

Capt Hillyer S. Smith, Communications Officer

1/Lt Dante S. Reale, Intelligence Officer

2/Lt Charles T. Wingard, Supply Officer

Crew Roster supplied by 1/Lt Rigoberto Rodriguez, adjutant and obtained from 308 Bomb Wing Operations.

Personnel Actions Memorandum #1, 374 Bomb Squadron, 4 January 1954.

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Key Personnel

The 374 Bomb Squadron ended the month of December 1953 with the following key personnel:

Lt Col John C. Vick	Squadron Commander
1/Lt Rigoberto Rodriguez	Squadron Adjutant
Major John F. Turnbull	Operations Officer
Major John F. McHugh	Squadron Observer
Captain Dominic P. Quercia	Ground Training Officer
1/Lt Levi P. Mullins	Aircraft Maintenance Officer
2/Lt Charles T. Wingard	Supply Officer
M/Sgt James R. Bond	First Sergeant

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APPENDIX I

Personnel (1)

Incoming Personnel (P.C.S.)

The following personnel were assigned to the 374 Bomb Sqdn during December 1953:

From Headquarters, 308 Bomb Wing:

Turnbull, John F.	Major	7673A	Pilot AOB
Denton, James C.	T/Sgt	AF14280988	Acft Maint Supv

From Headquarters 3902 Air Base Wing, Offutt AFB, Nebraska, one senior jet engine mechanic.

Edwards, George A.	S/Sgt	AF18080985

From 72 Stratigic Reconnaissance Wing, Ramey AFB, Puerto Rico, one senior motor vehicle mechanic.

McKenzie, Hoy W.	S/Sgt	AF14357238

From Headquarters 6403 Personnel Processing Squadron, APO 959 (FEAF)

Absher, Billy G.	S/Sgt	AF16350445	Sr Intel Spec
Payne, James	A/2C	AF17336827	Apr Auto Mech

(1) All data for this appendix obtained from Morning Reports of 374BS, 308BW for Dec. 1953 and from A/1C Thomas M. O'Horo classification specialist for the above squadron.

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Outgoing Personnel (P.C.S.)

The following personnel were transferred from the 374 Bomb Squadron during December 1953:

To Headquarters 308 Bomb Wing:

Henry, Patrick W.	Major	AO789470	Obs
Weller, Russell K.	Major	8865A	Pilot AOB
Vieser, Walter N.	Captain	AO759880	Obs

To 375 Bomb Squadron, this wing, one pilot AOB:

Rogers, Joseph R.	Major	14410A

To 801 Air Division, Lockbourne AFB, Ohio one flight engineer (from temporary duty to P.C.S.):

Van Citters, Gerald L.	T/Sgt	AF39537654

To 28 Stratigic Reconnaissance Wing, Ellsworth AFB, South Dokota, one B-36 gunner:

Mardaus, Milton J.	S/Sgt	AF27342346

To 11 Bomb Wing, Carswell AFB, Texas (while there on temporary duty), two B-36 gunners:

Englehart, Robert P.	A/1C	AF27517018
Glass, Jackson D.	A/1C	AF16391754

To 42 Bomb Wing, Limestone AFB, Maine, one gunner;

Whittington, Donald E.	A/1C	AF13412065

To 3750 Technical Training Group, Sheppard AFB, Texas:

Garza, Tomas L.	S/Sgt	AF18394491	Ex-gunner
Saulter, Bernard C.	A/3C	AF17385873	Acft Mech Hlpr

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Outgoing Personnel PCS (continued)

To Branch US Disciplinary Barracks, Camp Gordon, Georgia, from PNFD, confined Base Guardhouse, this base:

Shirley, George M.	A/B	AF14277675

Temporary Duty (returned)

Eleven B-47 crew members returned from temporary duty at Wichita AFB, Kansas:

Millsap, Frederick M.	Major	A0666571	Pilot AOB
Rogers, Joseph R.	Major	14410A	Pilot AOB
Armstrong, Robert B.	Captain	A0821193	Pilot AOB
Bird, James E.	Captain	A0809086	Pilot AOB
Howard, Roy W.	Captain	A0676223	Pilot AOB
Sanders, Stephen J.	Captain	17535A	Pilot AOB
Summey, Paul B.	Captain	A0823771	Pilot
Ferrara, Vincent L.	1st Lt	A0558112	Pilot
Horn, Walter B.	1st Lt	A01912087	Pilot
Morton, Howard D.	1st Lt	A02222187	Pilot
Posey, Harold	1st Lt	A0714166	Pilot

Twenty-four B-47 crew members returned from temporary duty at Pinecastle AFB, Florida:

Turnbull, John F.	Major	7673A	Pilot AOB
Weller, Russell K.	Major	8865A	Pilot AOB
Bailey, Stanley L.	Captain	A0819184	Pilot
Chandler, John L.	Captain	A0680174	Pilot AOB
Cothran, Harold R.	Captain	A0841910	Pilot
Curnow, Robert L.	Captain	A0676362	OBS

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Temporary Duty - - Returned (continued)

Dahlquist, Stanley T.	Captain	A0669211	Obs
Gibson, George O.	Captain	A02061804	Pilot AOB
Hall, Duane A.	Captain	A0811992	Pilot
Harris, Roy L.	Captain	17560	Pilot AOB
Lackey, James C.	Captain	12786A	Pilot AOB
Lampp, Larry L.	Captain	A0744611	Pilot AOB
Mills, Eldon G.	Captain	A0795806	Pilot
Oppelt, Alexander L.	Captain	10788A	Pilot AOB
Petty, Reginald	Captain	A02088493	Pilot AOB
Quercia, Dominic P.	Captain	A0207317	Obs
Vieser, Walter N.	Captain	A0759880	Obs
Watzke, James R.	Captain	A0741292	Obs
Gennaro, Edward J.	1st Lt	A02082261	Obs
Livingstone, Thomas G.	1st Lt	A02222206	Pilot
Lyle, John E.	1st Lt	A02070074	Obs
Rusden, Harry J.	1st Lt	A0809047	Pilot
Sabel, John F.	1st Lt	A02079490	Obs
Shero, Ronald D.	1st Lt	20345A	Pilot

From Amarillo AFB, Texas, 13 aircraft maintenance personnel:

McKenzie, Jesse	M/Sgt	AF6947164	Acft Maint Tech
Thompson, Emery W.	M/Sgt	AF32490661	Acft Maint Tech
Stryon, Ralph L.	T/Sgt	AF14102410	Acft Maint Tech
Fant, Ernest S.	S/Sgt	AF14004171	Acft Maint Tech
Frasier, Bobby	S/Sgt	AF6971034	Acft Maint Tech
McDonnell, Walter L.	S/Sgt	AF14353532	Acft Maint Tech

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Temporary Duty - - Returned (continued)

From Amarillo AFB, Texas (continued):

Busch, Frederick A.	A/2C	AF13401972	Sr Jet Mech
Larew, Edgar P.	A/2C	AF13422464	Apr Jet Mech
Sisson, John T.	A/2C	AF24773660	Apr Jet Mech
Tharrington, Kinwood A.	A/2C	AF14455139	Apr Jet Mech
White, Simeon W.	A/2C	AF38190267	Apr Jet Mech
Crabill, Franklin D.	A/3C	AF16425626	Apr Jet Mech
Rease, Ulysses	A/3C	AF14199501	Apr Jet Mech

From Mather AFB, California:

Vick, John O.	Lt Col	6858A	Sq Comm

From Maxwell AFB, Alabama:

Kavouklis, Nicholas J.	2nd Lt	AO2225559	Radar Obs

From Okinawa, report for duty following delay enroute:

Gannon, Ralph H.	A/1C	AF14373527	Sr Sup Supv

From MacDill AFB, Florida, nine aircraft maintenance personnel:

Ahmuty, William C.	M/Sgt	AF11037117	Acft Maint Supv
Tirpak, Joseph	S/Sgt	AF12340889	Acft Maint Tech
West, Alton S.	S/Sgt	AF34355456	Acft Maint Tech
Adams, Paul A.	A/1C	AF11197390	Sr Acft Mech
Bragitikos, Angelo	A/1C	AF15471420	Sr Acft Mech
Harrell, Roland B.	A/1C	AF14394848	Sr Acft Mech
Kelley, Carlton C.	A/1C	AF11215462	Sr Acft Mech
Smith, Douglas L.	A/2C	AF14448404	Sr Acft Mech
Thrist, Willie H.	A/2C	AF15426628	Sr Acft Mech

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Temporary Duty - - Returned (continued)

From 3415 Technical Training Group, Lowry AFB, Colorado, five B-36 Gunners:

Mardaus, Milton J.	S/Sgt	AF27342346
Faciane, John C.	A/1C	AF18408858
Glass, Jackson D.	A/1C	AF16391754
Whittington, Donald E.,	A/1C	AF13412065
Wilborn, Billy C.	A/1C	AF14446441

Temporary Duty - - Departed

To Headquarters 2nd Air Force, Barksdale AFB, Louisiana and return:

Rice, Robert T.	Captain	A0695356	Obs

To MacDill AFB, Florida for 15 days and return:

Thompson, Emry W.	M/Sgt	AF32490661	Acft Maint Supv
Stryon, Ralph W.	T/Sgt	AF14105267	Acft Maint Tech
Whitlow, Travis E.	T/Sgt	AF6291549	Acft Maint Tech
Gatts, James W.	A/2C	AF13410888	Sr Acft Mech
Johnson, Donald A.	A/2C	AF12409510	Sr Acft Mech
Reynolds, David F.	A/2C	AF14453936	Sr Acft Mech

To 1703 Aerial Port Squadron (MATS), Brookley AFB, Alabama, pending EDCSA, one senior organizational supply specialist:

Starliper, Frederick E.	S/Sgt	AF37115447

Promotions

Permanent Captain to temporary Major:

Oppelt, Alexander L.	10788A	Pilot AOB

Temporary Staff Sergeant to temporary Technical Sergeant

Fant, Ernest S.,	AF14004171	Acft Maint Tech

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Promotions - - (continued)

Staff to Tech - (continued)

West, Alton S.	AF34353456	Acft Maint Tech

Permanent Airman 1st class to Temporary Staff Sergeant:

Ferebee, William H.	AF14224087	Senior Clerk
Harrell, Roland B.	AF14394848	Sr Acft Mech

Permanent Airman Second class to permanent Airman 1st class:

Busch, Frederick A.	AF13401972	Sr Jet Mech
Clark, William	AF14360803	M.R. Clerk

Permanent Airman Third Class to Permanent Airman Second Class:

Chambers, Gwyn W.	AF14482806	Apr Acft Mech
Mortenson, Virgil L.	AF17372623	Apr Acft Mech
Patton, Noble L.	AF16436553	Apr Acft Mech
Rowland, James F.	AF14405910	Apr Acft Mech
Williams, Larry F.	AF17372691	Apr Acft Mech

Airman Basic to permanent Airman Third Class:

McKennon, Richard O.	AF18006150	Apr Acft Mech

Miscellaneous

Status changed from delay enroute to absent sick at Sampson AFB, New York, to delay enroute returning from Wichita AFB, Kansas:

Waters, James H.	Captain	A0825025	Pilot AOB

Returned to duty from Absent Sick, US Naval Hospital, Beauford, South Carolina:

Hunt, Richard H.	A/2C	AF15471149	Apr Acft Mech

PAFSC changed from Bombardier to Intelligance Officer:

Reale, Dante S.	1st Lt	A02032027

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Miscellaneous - - (continued)

AWOL for three days and returned:

Heflin, Carl M.	A/3C	AF14493185	Apr Acft Mech

Correction

In September 1953 it was reported that Captain Robert J. Thompson A0827320, a pilot, had gone to Wichita AFB, Kansas on temporary duty for B-47 aircrew training. His destination was Pinecastle AFB, Florida.

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Appendix II

Duty and Additional Duty Roster
374 Bomb Squadron

Prepared in December 1953 and effective on or before 4 January 1954.(1)

	Duty	
Lt	Lt Col John O. Vick	Commander
	1/Lt Rigoberto Rodriguez	Adjutant
	Major John F. Trunbull	Operations Officer
	Major John F. McHugh	Squadron Observer
	1/Lt Levi P. Mullins	Engineering Officer
	1/Lt Dante S. Reale	Intelligence Officer
	Captain Hillyer S. Smith	E C M Officer
	2/Lt William E. Holt	Asst E C M Officer
	2/Lt Charles T. Wingard	Supply Officer
	Additional Duty	
	Major John F. Turnbull	Deputy Commander
	Major Frederick M. Millsap	Asst Operations Officer "A" Flight Commander
	Major Loren A. Gililland	"B" Flight Commander
	Major Alexander L. Oppelt	"C" Flight Commander
	Captain Carl W. Hathaway	Asst Squadron Observer Historical Officer Information & Education Officer
	1/Lt John B. Kata	Radar Predicition Officer
	Captain Dominic P. Quercia	Ground Training Officer
	1/Lt William L. Floyd	OJT Officer

(1) Personnel Action Memorandum #1, 374 Bomb Squadron, 4 January 1954.

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Additional Duty (continued)

Captain John L. Chandler	Supply Officer
	Supply Mobility Officer
Captain Robert B. Armstrong	Asst Supply Officer
1/Lt John E. Taylor	Personal Equipment Officer
1/Lt Harry J. Rusden	263 Property Officer
Captain Stanley L. Bailey	Flying Safety Officer
Captain Reginald Petty	Flight Performance Engineer
Captain Harold R. Cothran	Assistant Engineering Officer Weight & Balance Officer
Captain Robert E. Lee	Air Refueling Officer
Captain Lewis E. Riggle	Special Weapons Officer
1/Lt John F. Sabel	Gunnery Officer
Captain Stephan J. Sanders	Security Officer
2/Lt John L. Wilmot	Asst Security Officer
1/Lt Walter B. Horn	Mobility Officer
Captain Gordon W. Mode	Asst Mobility Officer
1/Lt William T. Dugard	Notification Officer
1/Lt John E. Lyle	Asst Notification Officer
1/Lt Levi P. Mullins	Engineering Mobility Officer
1/Lt Rigoberto Rodriguez	Personnel Mobility Officer Postal Officer Records Officer Voting Officer
1/Lt John S. Nicodemus	Asst Adjutant Asst Personnel Officer
1/Lt Allan L. Arveson	Annual Physical & Shot Record Officer
Captain Jess F. Payne	Communications Officer
Captain Roy L. Harris	Special Project Officer

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Additional Duty (continued)

Captain James R. Watzke	Methods Improvement Officer
1/Lt Ronald D. Shero	A B C Officer
1/Lt Vincent L. Ferarra	Fire Marshall
1/Lt Howard D. Morton	Physical Training Officer
1/Lt Dante S. Reale	Public Information Officer

The duty of Ground Safety Officer was left off the roster of additional duties by oversight. Captain Stanley T. Dahlquist was assigned this additional duty.

(1) 1/Lt Rigoberto Rodriguez, squadron adjutant.

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Appendix III

B-47 CREWS (1)
374th Bomb Squadron

N34AO		
A/C	Major Millsap, F.M.	
P	Captain Summey, P.D.	
Obsr	Captain Payne, J.F.	
N35AO		
A/C	Captain Lampp, L.L.	
P	Captain Hall, D.A.	
Obsr	1st Lt Warrington, S.	
N36AO		
A/C	Captain Gibson, G.B.	
P	1st Lt Posey, H.L.	
Obsr	Captain Hathaway, C.W.	
N37AO		
A/C	Captain Bird, J.E.	
P	Captain Waters, J.H.	
Obsr	1st Lt Lyle, J.E.	
N38AO		
A/C	Captain Armstrong, R.B.	
P	1st Lt Ferrera, V.L.	
Obsr	Captain Daklquist, S.T.	
N39AO		
A/C	Captain Petty, R.	
P	1st Lt Livingstone, T.G.	
Obsr	1st Lt Arverson, A.L.	
N40AO		
A/C	Major Gililland, L.A.	
P	1st Lt Horne, W.B.	
Obsr	Captain Watzke, J.B.	
N41AO		
A/C	Captain Chandler, J.L.	
P	Captain Thompson, R.J.	
Obsr	Captain Arnold, W.M.	
N42AO		
A/C	1st Lt Charlton, C.R.	
P	Captain Christman, F.J. Jr.	
Obsr	Captain Curnow, R.L.	
N43AO		
A/C	Captain Lackey, J.C.	
P	Captain Mills, E.G.	
Obsr	1st Lt Kata, J.B.	
N44AO		
A/C	Captain Coffman, W.J.	
P	1st Lt Morton, H.D.	
Obsr	1st Lt Dugard, W.T.	
N45AO		
A/C	Captain Watson, J.W.	
P		
Obsr	1st Lt Sabel, J.F.	
N46AO		
A/C	Major Oppelt, A.L.	
P	1st Lt Shero, R.D.	
Obsr	Captain Riggle, L.E.	
N47AO		
A/C	Captain Bailey, S.L.	
P	Captain Lehn, D.J.	
Obsr	Captain Mode, G.W.	
N48AO		
A/C	Captain Cothran, H.R.	
P	Captain Harris, R.L. Jr.	
Obsr	1st Lt Nicodemus, J.S.	
N49AO		
A/C	Captain Lee, R.E.	
P	Captain Howard, R.W.	
Obsr	1st Lt Floyd, W.L.	
N50AO		
A/C	Captain Sanders, S.J.	
P	1st Lt Rusden, H.J.	
Obsr	1st Lt Gennaro, E.J.	

(1) Crew roster supplied by 1st Lt Rigoberto Rodriguez, squadron adjutant and obtained from 308th Bomb Wing Operations.

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Appendix IV

Engineering Section Training

During December 1953 the following 8 airmen started the B-47 M T D course given at this base:

M/Sgt	J. McKenzie	S/Sgt	G. Edwards
T/Sgt	J.C. Denton	S/Sgt	W.L. McDonnell
T/Sgt	A.S. West	A/1C	J.M. Fay
T/Sgt	T.E. Whitlow	A/1C	C.C. Kelley

During December 1953 the following 40 airmen attended and completed Auxilliary Power Plant School at this base:

M/Sgt	W.C. Ahmuty	A/1C	W.H. Norris
M/Sgt	P. Kloctzly	A/2C	F.A. Busch
M/Sgt	J. McKinzie	A/2C	W.E. Fuller
T/Sgt	J.C. Denton	A/2C	D.A. Johnson
T/Sgt	E.S. Fant	A/2C	E.P. Larew
T/Sgt	G.E. Gray	A/2C	D.F. Reynolds
T/Sgt	R.L. Stryon	A/2C	W. Thrist
T/Sgt	A.S. West	A/2C	T.P. Vincent
T/Sgt	T.E. Whitlow	A/3C	G.H. Abel
S/Sgt	R.C. Adair	A/3C	J.A. Boyd
S/Sgt	G. Edwards	A/3C	J.W. Carter
S/Sgt	R.B. Harrell	A/3C	G. Chambers
S/Sgt	R.L. Johnson	A/3C	R. Hardemann
S/Sgt	W.L. McDonnell	A/3C	G.E. LaFreniere
S/Sgt	J. Tirpak	A/3C	R.O. McKennon
A/1C	A. Bragitikos	A/3C	R.W. Miller
A/1C	J.M. Fay	A/3C	V. Mortenson
A/1C	R.M. Morrow	A/3C	N.L. Patton

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Auxilliary Power Plant School (continued)

A/3C W. Raper
A/3C J. Rowland
A/3C D.R. Turner
A/3C L.J. Williams

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Appendix V



Deuces Wild

First B-47 aircraft assigned to the 374th Bombardment Squadron, 308th Bombardment Wing, Hunter Air Force Base, Georgia. Delivered 31 December 1953.

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Presentation Ceremony

31 December 1953

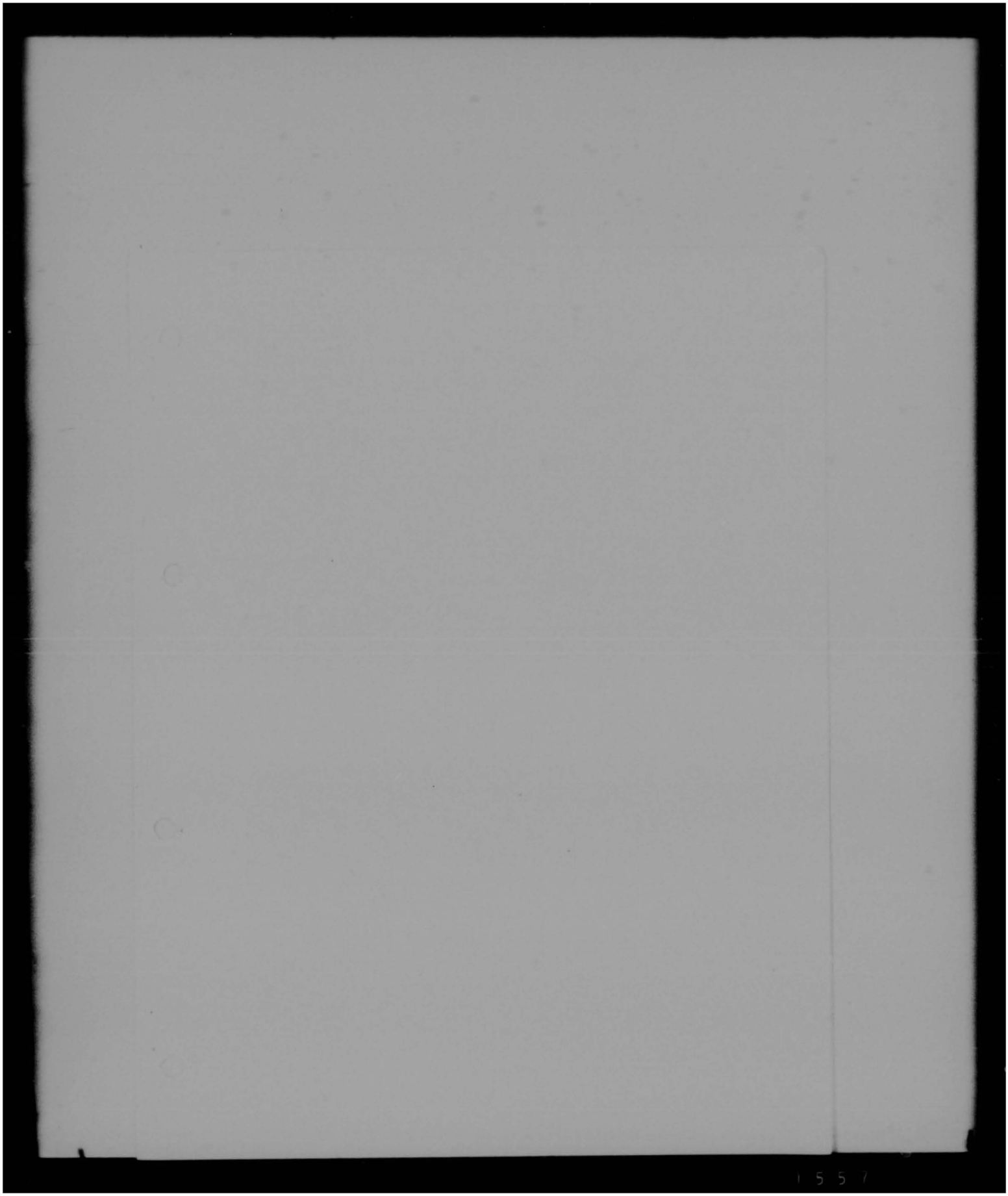
The first B-47 being presented to the Commander of the 374th Bombardment Squadron, 308th Bombardment Wing at Hunter Air Force Base, Georgia by the ferry crew who flew the plane from Tulsa, Oklahoma.

Left to right: Captain Jesse Payne (observer), Captain George Gibson (pilot), Major Frank Voightmann(aircraft commander, S/Sgt Joseph Tirpak (crew chief), Lt Col John O. Vick (squadron commander).



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HISTORY

of

375TH BOMBARDMENT SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 December - 31 December

1953

49

Ernest R. McCready

ERNEST R. MCCREADY
2d Lt, USAF
Historical Officer

Ross L. Clements

ROSS L. CLEMENTS
Major, USAF
Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/3c Robert W. Luderitz

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CHRONOLOGY

Date	Event
1 Dec	Major Clements and seven airmen sent to MacDill Air Force Base, Florida for the B-47 Conversion Course.
	Seven officers return from CCTS at Wichita Air Force Base, Kansas and eleven officers from the same course at Pinecastle Air Force Base, Florida.
	Eleven officers reported back from the Observer Course at Pinecastle Air Force Base, Florida.
3 Dec	Lieutenant Bauman becomes a member of the Race Committee.
5 Dec	Lieutenant Bauman departs for Offutt Air Force Base, Nebraska to study problems of publicity for Racing Committee.
10 Dec	Major Joseph R. Rogers joined from the 374th Bombardment Squadron M.
12 Dec	Wing Review.
16 Dec	Airman Basic Hall discharged from the service.
18 Dec	Airman Third Class Reese and Airman Basic Tasler discharged from the service.
20 Dec	Lieutenant Hudak and Lieutenant Quilty return from the Squadron Officers Course at Maxwell Air Force Base, Alabama.
24 Dec	Squadron Christmas party.
	Lieutenant Quilty becomes a member of the Race Committee.
31 Dec	First B-47 arrives at Hunter Air Force Base, Georgia

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ORGANIZATION AND ADMINISTRATION

With the return of figuratively all our personnel from various schools throughout the country, the squadron was, for the first time in months, able to operate in earnest. Much local ground training has been completed and scheduling is now a lot easier. The well known "SAC squares" are rapidly being filled.

It is believed that a number of 43153's (Senior Jet Engine Mechanics) will filter into the Wing during January which will greatly ease our present problem in Engineering. There is a definite void within the squadron of trained engine mechanics.

A new filing system is being initiated in the orderly room which, it is hoped will be a great improvement over the present one. All officers returning from temporary duty are being interviewed, their records screened and Form 66's reaccomplished. New organizational charts are being devised and re-devised to fit our present needs.

There were five airmen punished under Article 15, USMJ. Four were restricted to the squadron area for two weeks for failure to repair and one was restricted to the squadron area for two weeks for disobedience of orders.

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PERSONNEL

This month the squadron gained two officers,(1) Major Joseph R. Rogers and Captain Oscar A. Bernhoff, but also lost two, Captain George B. Moore and Lieutenant Albert M. Hudak. Lieutenant Hudak, a Bombardier, had been to Maxwell Air Force Base to attend Squadron Officers Course and upon his return was transferred to Headquarters Squadron 308th Bombardment Wing M to act as Adjutant. There was one airman gain and three losses; hence, at the end of the month the squadron strength was 59 officers and 126 airmen.(2)

Lieutenant Samuel L. Bauman, Squadron Intelligence Officer, and Lieutenant John W. Quilty have been assigned additional duty as members of the Race Committee. Lieutenant Bauman is Assistant Publicity Chairman, and Lieutenant Quilty is Assistant Program Chairman.

Captain Emmett M. Prow, at the monthly Wing Review, received an Outstanding Achievment Award for being the top officer in his CCTS graduating class at Wichita Air Force Base, Kansas.

The squadron gathered the day before Christmas for Christmas well-wishing. The officers supplied the refreshments and all raised voices in carols and traditional Christmas music.

Twenty five per cent of the squadron took advantage of the holiday leave and although many have not yet returned, there have been no accidents reported. Forceful ground safety breifing was given each individual prior to his departure, which was probably insturmental in keeping the accident rate non-existent this far.

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At present there are only two men attending CCTS; Major Coyd V. Wakeman is at Pinecastle Air Force Base, Florida and Lieutenant Donald U. Egolf departed the latter part of the month for the course at Wichita Air Force Base, Kansas.

(1) Gain and Loss Report, 375th Bombardment Squadron M
(2) Morning Report, 375th Bombardment Squadron M, 31 December 1953

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OPERATIONS

The 31st of December was the big day in the Operations Section. That was the day the 308th Bombardment Wing M received its first B-47 and the 375th Bombardment Squadron M was chosen to crew it. Captain Roland E. Sabourin and Captain Glen W. Stockton ferried the aircraft here along with Captain Carl J. Weinmeister III, Instructor Pilot. Practically the entire base turned out to welcome the plane along with many important personages in the southeast area of the country. Appendix I contains the account that appeared in the Savannah Morning News the following morning. Also included in Appendix I are pictures taken by the Base Photo Lab showing the welcoming of the crew. Captain Branson L. Wood Jr was assigned temporary duty with the Wing to help organize the formal reception of the aircraft by the Wing.

As the operations personnel returned from TDY the work in the section steadily increased. Engineering personnel completed painting the interior of the building and preparing it for comfortable and practical use. A great deal of the rehabilitation work has been assigned to officers because of the shortage of airmen in the section. Captain Durante was instrumental in preparing charts and graphs for the various phases of training and accomplishments. The ready room has been completed and is now in operation.

Major Vanatta and Captain Weinmeister, the squadron Instructor Pilots, have been holding breifings on operating procedures and safety of flight. SOP's, F/O's, and regulations have been disseminated for careful study by all crews. Captain Stockton's crew was designated Wing Standardization Crew and Captain Stein's crew was designated Squadron Standardization Crew.

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The Combat Crews are completing the maximum ground training requirements prior to flying. All personnel have been qualified in basic weapons and are attending B-47 MTD lectures and the link trainer. Captain Woodard, Ground Training Officer, has brought all his records up to date and with the return of the majority of personnel has been able to efficiently utilize the training hours.

A squadron alert was held during the month which proved very successful. It was called by the Squadron Commander at 1312 hours 9 December 1953. The result of the alert may be noted by reference to Appendix II.

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MAINTENANCE

The engineering section has utilized the month primarily in training and in making general preperation for the aircraft. Twelve more men have attended the local B-47 MTD school and eight new men are on TDY at MacDill Air Force Base for further B-47 training. Thirty-four airmen have attended C-22 and A-3 school. Spare time is spent studying available Technical Orders.

A program of supervised physical training including volley ball and football has been set up for relaxation and competitive sport among the crews.

Captain James G. Townsend is presently acting as Maintenance Officer and is thoroughly familiarzing himself with the section.

The engineering office, as have offices of other sections, has been remolded and painted. The filing system also has been revamped and all Technical Orders re-classified.

With the arrival of the aircraft at months end, a much greater seriousness engulfed the section; this was the monent for which they had been waiting since September. S/Sgt Charles L. Erie was honored by being selected crew chief of the first ship because of his fine maintenance record.

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SUPPLY

The activities of the Supply Section this month were routine. UAL change requests have been prepared and sulmitted to the Air Base Director of Material. All UEE shortages have been placed on requisition. Back order follow-ups are being made at all units of Base Supply.

The personal equipment section is preparing their property to move into their new building that will be in cooperation with the 373rd Bombardment Squadron M.

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Bibliography

1. SAC Special Orders
2. 38th Air Division Special Orders
3. 308th Bombardment Wing Special Orders
4. 375th Bombardment Squadron M Special Orders
5. 375th Bombardment Squadron M Training Charts
6. 375th Bombardment Squadron M Morning Report
7. 375th Bombardment Squadron M Gain and Loss Report

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Key Personnel

The following were key personnel of the 375th Bomb Squadron at the end of December 1953:

Major Coyd V. Wakeman	Squadron Commander
Major Ross L. Clements	Acting
1/Lt Phillip A. Gibson	Adjutant
Major Ross L. Clements	Operations Officer
Capt. Roland E. Sabourin	Acting
Capt. Walter Woodard	Ground Training Officer
Capt. James G. Townsend	Aircraft Maintenance Officer
1/Lt John L. Kalish	Supply Officer
T/Sgt Benjamin H. Royster Jr.	First Sergeant

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APPENDIX I

The following clipping is the article that appeared in the Savannah Morning News 1 January 1954.

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Hunter Assigned B47 Stratojets

First Two Welcomed Yesterday

The B47 Stratojet, Uncle Sam's mightiest air weapon and the world's fastest bomber, has been assigned to Hunter Air Force Base.

The first two of the sleek, six-jet, swept-wing medium bombers arrived yesterday. They have been assigned to the 308th Bombardment Wing, replacing that organization's famed B29's, and will eventually replace the 2nd Bomb Wing's B50's. Hunter officers expect to receive about 90 of the B47's over a long period of time.

Rated in the 600-mile-an-hour class, the speedy Stratojets are America's first line offensive weapon.

First of Type Here

Their arrival marks the first use of tactical jet aircraft at Hunter Air Force Base.

Piloted by Brig. Gen. Maurice A. Preston, 308th commander, the first of the two bombers landed at its new home yesterday afternoon after a flight from Barksdale Air Force Base, La.

The plane and its crew were greeted upon arrival by Brig. Gen. Joseph J. Nazzaro, commander of the 38th Air Division at Hunter; Col. Henry J. Amen, the base commander; Col. Osce V. Jones, acting commander of Hunter's 2nd Bombardment Wing, and other division, wing, and base officers.

Jet-age sister of the B29 it is replacing, the B47 stretches 106 feet, eight inches from its football-shaped nose to the tip of its pointed tail. The swept wings are 116 feet from tip and sweep back 35 degrees.

Six Engines

The Stratojet is powered by six J47 turbojet engines rated at 5,600 pounds thrust each and has provisions for 18 integral jet assisted takeoff units. It has a range of 3,000 miles, a ceiling of over 40,000 feet and can carry a bomb load of more than 20,000 pounds. It is armed with two 20mm cannons in a tail turret.

As the Strategic Air Command's iron fist, the B47 is taking its place alongside the huge intercontinental B36 and the famed B29 and B50 Superfortresses.

Since the first flight of the original XB47 on Dec. 17, 1947, the Stratojet has spanned the United States in three hours and 46 minutes at an average speed of 607.8 miles per hour and made several mass Atlantic Ocean crossings on SAC global training missions.

City Beat by Frank Rossiter

NOW DON'T START yelling "Fire" when you see one of Hunter Field's new B47 Stratojet bombers flying along with a cloud of black smoke trailing behind. At low altitudes this is a normal occurrence for the swept-wing successor to the B29 and B50.

The price tag on this Big Brother of Uncle Sam's Air Arm is a little high—$2,000,000—but it will be coming down. The first B47 cost $10,000,000. At the close of World War II a B29 cost Uncle $600,000.

It's a great ship. For example, it contains 27 miles of wiring and has enough air conditioning gear to air condition five 5-room bungalows. The three members of the crew are right close together up front in the medium bomber. Each has a thousand buttons, lights and switches to handle.

And to show you how bombers have grown, the fuel alone in a B47 weighs more than a B17 fully loaded for combat in World War II. The wing and tail surfaces have a sweepback of 35 degrees. You can take two fingers and rock a wing with the suppleness of a diving board.

The B47 has a drag chute which it releases from the tail to reduce its fast landing speed on short or slippery runways. Conversely, this 185,000-pound giant has rocket bottles to give it an assist in getting off the ground.

Obviously, the Air Force figures its great speed (600 mph and up) make fire power unnecessary. The B47 has two 20 m.m. cannons mounted in a tail turret as its only fire power. The cannons are fired by remote control.

Gen. Nazzaro urged more than a score of Savannahians yesterday to take "a good and understanding look at this new aircraft." They did and all were agreed: "It's some plane."

* * *



STRATOJET BOMBER GETS ASSIST IN TAKE-OFF — Shown above is a Boeing B47 Stratojet bomber utilizing its rocket bottles for an assist in taking off. The B47, a six-jet engine swept-wing bomber, has taken up roost at Hunter Air Force Base where they will replace the familiar B29's and B50's in Savannah skies.



WORLD'S FASTEST BOMBER—This is another view of a Boeing B47 Stratojet medium bomber in flight which will soon be a common sight over Savannah. The two Bomb Wings at Hunter Air Base yesterday began the task of switching to B47's. With the advent of the B47, Savannah became an even more important part of the U. S. military and defense picture.

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America's first jet offensive weapon.

First of Type Here

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Airman Honored

In the crowd of military and civilian officials that participated in the arrival of the plane, the only personality who managed to share the limelight with the airplane was not a general or a city councilman, but an enlisted airman.

As soon as the first jet bomber landed and taxied up before the waiting group in front of Base Operations, the plane's commander, Gen. Preston, turned it over to its crew chief in a brief ceremony. "It's yours. Treat it well," the general said.

The honored crew chief was S/Sgt. Charles L. Erie of the 375th Bomb Squadron. As his unit was selected to receive the first B47, because of its standing as the top operational squadron within the 308th during its last month as a B29 wing, so Sgt. Erie was chosen because of his outstanding record as a maintenance man.

Maj. Coyd V. Wakeman, 375th commander, who selected Sgt. Erie for the honor, stated that the choice was an easy one. The 22-year-old Minnesotan has been in the Air Force only three years, but has been a crew chief for a year and a half.

The fact that Sgt. Erie was only an airman second class when he was made a crew chief is an indication of his superiors' opinion of his ability. It is seldom that a man of that rank is entrusted to supervise the maintenance of a multi-engine airplane.

Maj. Wakeman pointed out that Erie's previous plane has consistently had more hours in the air than any other in the squadron.

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It's a great ship. For example, it contains 27 miles of wiring and has enough air conditioning gear to air condition five 5-room bungalows. The three members of the crew are right close together up front in the medium bomber. Each has a thousand buttons, lights and switches to handle.

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APPENDIX I (Con't)

The following photograph shows Brigadier General Preston presenting Staff Sergeant Erie the Form 1 of the Aircraft. Sergeant Erie was chosen to be crew cheif of the first Aircraft because of his outstanding maintenance record.

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APPENDIX I (Con't)

The following picture was taken during the ceremony welcoming the First B-47 into the 308th Bombardment Wing (M). Three Members of the 375th Bombardment Squardron (M) ferried the aircraft and are shown being welcomed by General J.J. Nazzaro.

From Left To Right are:

Capt. R.E. Sabourin, Capt. G.W. Stockton, Capt. C.J. Weinmeister III, Brigadier General J.J. Nazzaro, Brigadier General M.A. Preston

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APPENDIX I (Con't)

Shown in the following photograph is the crew of the first B-47 reminiscing incidents of the flight.

Capt. Stockton, Capt. Weinmeister, Capt. Sabourin

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APPENDIX II

375BS Alert

308th Bomb Wg 375th Bomb Sq M 16 Dec 53
Control

1. The following information is submitted in conjunction with alert held 9 December 1953.

a. 1312 hours: Alert called.

b. 1325 hours: First 15 man crew dispatched to Wing Headquarters.

c. 1329 hours: Second and third 15 man crews in reserve in building 1248.

d. 1330 hours: 15 men arrived at Orderly Room from line.

e. 1339 hours: 15 men were sent to the Provost Marshall fully equipped.

f. 1347 hours: Alert ended.

2. All Present for Duty Personnel were present and notified.

FOR THE COMMANDER:

/s/Phillip A. Gibson
/t/PHILLIP A. GIBSON, 1st Lt., USAF
Adjutant

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APPENDIX III

375TH BOMBARDMENT SQUADRON M
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

375BS 8 January 1954

SUBJECT: Requirements of 2AF Reg 182-2, Par 5 Sec 3 A&B
Dated 14 November 1953

TO: Commander
38th Air Division
ATTN: Lt Thompson
Hunter Air Force Base
Georgia

In compliance with basic letter, your headquarters, dated 9 Dec 1953, Subject as above, the following roster of personnel changes is submitted:

OFFICER GAINS

Rogers, Joseph R 14410A Major USAF
Assgd. From 374th Bomb Sqdn M This Station, 10 Dec 53

Bernhoff, Oscar A A02062629 Captain USAF
Assgd. From 373rd Bomb Sqdn M this Station, 3 Dec 53

AIRMAN GAINS

Luckey, Darrel O. AF16312793 S/Sgt USAF
Assgd. From Headquarters 308th Bomb Wing M This Station, 14 Dec 53

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APPENDIX III (Con't)

OFFICER LOSSES

Moore, George B. A0731215 Capt USAF
ReAssgd To 373rd Bomb Sqdn M This Station, 3 Dec 53

Hudak, Albert M A02093206 1/Lt USAF
ReAssgd To Headquarters 308th Bomb Wing M This Station
Effective 25 Dec 53

AIRMAN LOSSES

Reese, Lester R AF13451613 A/3c USAF
Seperated From Service, 18 Dec 53, Home Address:
455 Tinsman Ave, Williamsport, Pa.

Hall, Douglas L AF19377407 A/B USAF
Seperated From Service, 16 Dec 53, Home Address:
P.O. Box 653, Polson, Montana

Tasler, Marvin L. AF17282433 A/B USAF
Seperated From Service, 16 Dec 53, Home Address:
P.O. Box 37, Yale, Iowa

FOR THE COMMANDER:

/s/ Ernest R McCready
/t/ ERNEST R MCCREADY
2nd Lt., USAF
Asst. Adjutant

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Monthly Historical Report

708th Air Refueling Squadron
308th Bombardment Wing H

Strategic Air Command

December 1959

Hunter Air Force Base
Savannah, Georgia

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[redacted]
Lt Col., USAF
Commander

Aaron Adams
AARON ADAMS
2d Lt., USAF
Historical Officer

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Chronology

Event

4 December Aircraft # 51-1208 departed for operation "IVAL", Tinker AFB, Oklahoma.

11 December Personal Equipment section moved to permanent quarters in new operations building.

14 December Supply section office moved to new temporary quarters.

14 December Aircraft # 51-1209 departed for operation "IVAL", Tinker AFB, Oklahoma.

16 December Lt Col Perry P Menzies returned from the hospital and resumed command of the 308th Air Refueling Squadron.

20 December Test of Wing Plan 250A-53 (Notification Plan)

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Chapter I
Organization and Administration

Again in December, as in November, very few changes were in the assignment of personnel within the squadron. The only major organizational change during th month was the resumption of command by Lt Col Perry F Lonsdale on 16 December 1952. 1/ (Ref Appendix II)

The orderly room staff, working many evenings during December, made much progress in bringing all their files and records up to date. A complete check made on all basic records revealed several discrepancies in the information contained in the service records but few discrepancies were found in other records. All discrepancies were corrected and the records and files are now in good condition.

With fewer changes in personnel in the squadron the workload in the various sections should be decreased. This should result in more efficient planning and more effective accomplishment of the duties assigned.

1/ Special Orders, Number 45, 308th Air Ftlg Gp dated 16 Dec 52. (Exhibit F 1)

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Chapter II
Personnel

The following breakdown of personnel gives an indication of the strength figures of the 308th Air Refueling Squadron as of 31 December 1958: 2/

	Per Duty	N/Per Duty	Total	Sick	Lv	TDY	Total	Aggregate
Officers	67	0	67	0	16	2	18	85
Airmen	244	1	245	2	27	4	43	288

These figures, compared with the 30 November strength, show a net gain of one officer and a net gain of fourteen airmen. Fewer personnel changes were recorded during December than in any other month since the squadron was organized. It is hoped that this decrease in personnel fluxion is an indication that some degree of stability has been reached in squadron strength.

2/ Morning Report, 308th Air Refl Sq, for 31 Dec 58.

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Chapter III
Operations and Training

OPERATIONS: During the month of December the 903d Air Refueling Squadron was still in the process of checking out crews in the KC-97. The process is slow and time consuming, however, the schedule is being maintained except for one area of training and no trouble is anticipated in bringing that portion up to date.

During December a large portion of the off base training was completed. At the time of activation, the decision was to complete all off base training for the combat crew members prior to their entry into the KC-97 check out program. The thought behind this was to have a 100 per cent trained organization at the completion of the check-out and to maintain combat crew integrity for all training. The program was highly successful and the desired goal is within reach. The only drawback to the plan was the amount of attrition suffered during the training period. For a complete breakdown of this program refer to appendix III.

A deviation from the original plan of seventy hours and thirteen sorties for check-out was made during the month. The transition phase remained at thirty hours but the number of sorties was reduced to four. The navigation phase was reduced to one flight as the need for this phase was practically eliminated by having more than one navigator aboard on all flights. The one flight was to give the navigators a standardization check.

The refueling training received the least amount of emphasis during December as practically all time was devoted to completing semi-annual minimums on rated personnel as required by AF Reg 60-3. There were only five refueling missions flown during December. On these five missions, two

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boom operators completed check-outs, twenty wet and seventy dry hook-ups were made and a total of 18,283 gallons of fuel were transferred. __3__/ All incompleted refueling training will be re-scheduled for January 1954.

The monthly plan for December called for ten crews to complete the transition phase, ten crews to complete the navigation phase and nine crews to complete the air refueling phase. The totals at the end of December were eleven crews complete on the transition phase, nine crews complete on the navigation phase and seven crews complete on the in-flight refueling phase. Although the navigation phase shows only nine complete crews there are fourteen navigators trained who will be ready to fly with their crews as soon as they complete the transition phase.

The flying programmed for December was 437 hours. The time flown was approximately 30 hours short of schedule with a total of 407:50. __4__/ This shortage occurred due to many circumstance, the main one being engine malfunction. The aircraft assigned to this squadron were received from the 306th Air Rflg Sq, MacDill AFB, Florida and are now going through their second phase of transition flying. This, plus the fact that the engines are approaching an average of 600 hours of service, is the cause for many of these malfunctions. This will continue to be a problem until aircraft have undergone the "IRAN" operation.

The goal for training to have been attained by this time is slightly ahead of that actually flown. The shortages existing at this time are

__3__/ Boom Operator Logs, 306th Air Rflg Sq, for December 1953.
__4__/ AF Form 1, Part 1 for aircraft of the 306th ARS for December 1953

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placed for completion during January 1954, with the overall initial check-out period to be completed by 1 March 1954. The problems encountered in this check-out program are many. The plan presently being used seems to be a good one as it takes all items into consideration. As the aircraft are reconditioned the problem will be mostly solved and the operation will be greatly improved.

NAVIGATION: Five navigators completed flying requirements for check-out and passed Standardization Board checks during December. This gives the squadron a total of nine navigators who have completed all phases of the check-out requirements. Ground training in the navigation section is 95 per cent complete; fifteen men having completed all phases of ground training. There was a total of 210:05 of navigation flown by the squadron during December. 5/

The navigation section is confronted by no outstanding problems at this time.

ALERT NOTIFICATION: During December Major Tom Hutchinson completed the task of re-accomplishing the notification file. A test of the Plan 2504-53 (Notification Plan) was made 30 December 1953. The new notification file was utilized and approximately 65 per cent of assigned personnel were notified within one hour. Another test for this plan is anticipated for sometime in January 1954, and it is hoped the test will produce more efficient results.

CREW TRAINING: 6/ Although intensive ground training under AF Ltr 50-6 was not begun until October 1953, the 306th Air Refueling Squadron finished the year about 7% per cent trained, a slight decrease from the November standing due to reassignment of personnel who were trained. The main problem encountered during December, as during previous

5/ Undesignated, 306th Air Refg Sq, for Dec 53.

6/ Contents of this section was obtained fr rpt Cd Hq SAC, 306AIR

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months, was the scheduling of ground training without interfering with other training now being accomplished. Crew personnel are engaged in intensive air and ground training under TAC Reg 51-19 dated 18 June 1953, and maintenance personnel are receiving specialist training pertaining to the KC-97 aircraft and the R-4360 engines.

Since the appointment of a range officer, progress has been made in the training of personnel in familiarization of basic weapons. An intensive program of combative measures (judo) was completed during December. Of the nineteen people who started the program, eleven received certificates in December and five more will receive certificates in January. The project consisted of scheduling the same nineteen people daily for four days a week, with a make-up period on Friday of each week. During the three weeks the course ran, 127 hours of combative measures training were accomplished. Because of the success of the program, a similar one will be started in January 1954.

Training under TAC Reg 51-19 dated 18 June 1953, has progressed satisfactorily. Charts were constructed reflecting the training for each crew position. These charts have been framed and are displayed in the Flight Commander room. Prior to the posting of the charts, an audit of all TAC Reg 51-19 training files was made. The audit showed that the training forms and the individual file on each crew member were properly planned last September. The folders accurately reflected the training accomplishments in a concise manner. Five charts were developed to show the training accomplished under TAC Reg 51-19 dated 18 June 53, since the beginning of the program in September 1953. The charts show the actual amount of training accomplished, the gains, losses and the present combat crew training status. 7/

7/ Crew Training Charts, 308th Air Refueling Sq (Exhibit A-2)

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A special course in Lifeboat Familiarization was completed during December. The attendance for this course, which was conducted by a Air Rescue Squadron Crew from Maxwell AFB, Alabama, was 100 per cent of present for duty strength. Intensive scheduling has been maintained in Basic and Advanced Survival training. The squadron is 77 per cent trained in Basic Survival and 72 per cent trained in Advanced Survival.

The accomplishment of many one-time training requirements has been completed. This will ease the section's scheduling problems by eliminating some of the conflicting schedules of required training programs.

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Chapter IV

Aircraft Maintenance and Supply

MAINTENANCE: The maintenance section is still plagued by many problems. Of these problems, the most outstanding are the shortage of aircraft parts and a critical shortage of qualified personnel. Parts are all on back orders but the response to these orders is extremely slow.

Time for on-the-job training of the assigned men seems to be the only solution to the sections personnel problems. The section presently has 138 airmen assigned for an average of 30 airmen. The overage exists in the 131 and 132 levels of the AC career field, leaving a shortage of the senior level personnel. _8_/ As the lower level personnel gain experience through on-the-job training the personnel problem will be greatly eased.

The average number of aircraft MC'd daily during December was seven with the inconvenient aircraft running from nine to ten daily. There was a total of 25 aborts during the month with material failure being the primary cause. One aircraft is still on indefinate TDY to the 301st Air Refueling Squadron.

Post Flight # 1 and Post Flight # 2 worked continuously throughout December. They completed a total of 42 regular post flights, seven calendar post flights and 24 hush order compliances. Five aircraft were sent to Warner Robins Air Force Base, Georgia, for weight and balance checks and two aircraft were sent to Tinker AFB, Oklahoma, for operation "Chick".

Regardless of the shortage of qualified personnel, parts, and tool kits for maintenance crews, the section is steadily increasing its

_8_/ Table of Organization, Number 1-117G8, Dept of the AF, 1 Mar 51

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proficiency toward a smoother operational section.

[illegible]: During the month of December the main portion of supply, including records and files, was moved from building # 1486 to the east end of building # 1245. A large amount of equipment still remains in storage in building # 1486. This move is temporary as the supply section is presently occupying the storage room of the personal equipment section. A final move to permanent quarters is anticipated for the early part of January 1954.

An inspection of the section was conducted by the Director of Materiel Office and some discrepancies were noted. Corrective action on these discrepancies will be completed not later than 15 January 1954.

The squadron [illegible] authorization as of 31 December 1953 stands at 24,487 unit items with 22,12 unit items on hand for a total of 84.3 %. The plant account (PAI) authorization as of 31 December 1953 is 1,021 items with an on hand stock level of 93.1%. The balance is 100% on back order. 9/

During the month of December a final plant account (PAI) inventory was taken. A list of items on hand by physical count was submitted to base supply. This list was checked against their records and no discrepancies were found. The annual plant account inventory of all records in the squadron was completed and consolidation inventory receipts were made up by each section and they have been signed.

Authorization for flight personnel in the squadron was increased to include three pilots on each crew and the additional equipment necessary has been requisitioned. The section is still short many flight Equipment Lists, Regulations, Letters and Steel Lists which hamper the operation of the section. These publications have been on hand order

9/ Records of Supply Officer, 508th Air Rfle Sq, for December 1953

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for several weeks. The operation of the section has also been impaired by the move to a new location which split the facilities and by loss of key personnel by discharge. With the forthcoming move to a permanent location and the replacement of personnel these problems should smooth out.

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Key Personnel

Lt Col Perry D. Jennien	Squadron Commander
Major Orin H. Erickson	Operations Officer
Captain George A. Deuse	Maintenance Officer
Captain Warren J. Kozinski	Base Operator Tng. Off.
1st Lt Richard D Lund	Ground Training Officer
1st Lt James A. Nelson	Supply Officer
1st Lt James A. Nelson	Personal Equipment Officer
Captain Donald P. Allison	Intelligence Officer
Major Tom Hutchinson	Alert Notification Officer
WO Joe H. Crook	First Sergeant

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Appendix I
Biography

Recognition this month goes to CPT Robert J. Wiley, AF37045956. Capt Wiley is a native of Fairfield, Iowa. After graduation from high school he managed his fathers dairy farm until his entry into the service at Fort Des Moines, Iowa, in 1941. He received his basic training at Jefferson Barracks, Missouri and upon completion of training was selected for attendance to an instructors school preparatory to a permanent assignment as a basic training instructor. In March 1942, he was assigned as a member of a Cadre which was selected to activate the basic training center at Miami Beach, Florida.

In March 1943 Capt Wiley volunteered for Infantry Officers Candidate School. He was accepted and entered the school at Fort Benning, Georgia. Due to a limited background in advanced infantry tactics Capt Wiley was eliminated in the final phase of the school and was transferred to the Abilene Army Air Field where he was assigned duty in the physical education department as an athletic instructor. In May 1944 he was transferred to the Fort Worth Army Air Field where he was assigned as an aircraft mechanic until termination of World War II.

In March 1946, Capt Wiley volunteered for an overseas tour of duty in the Caribbean and was assigned to Waller Field, Trinidad, British West Indies. He entered into the personnel field at that time and specialized in classification and assignment of personnel. He returned to the ZI in March of 1948 and was assigned to the [illegible] Bomb Wing, MacDill AFB, Florida where he performed duty as a classification specialist until August 1950. During that period of service he completed two ETO tours of duty in England.

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In September 1950 Sgt Wiley attended the Career Guidance school at Lowry AFB, Colorado. Upon completion of this school he was assigned to Hunter AFB, Georgia. In December 1950 he was further assigned to the newly activated 3rd Strategic Support Squadron as classification specialist. He was assigned as First Sergeant of this unit from November 1951 to March 1952. At this time he assumed duties as chief clerk until August 1952, at which time he volunteered for a tour of duty in Okinawa. There he was assigned as First Sergeant of the 374th Bombardment Squadron.

Sgt Wiley returned to the US in July 1953 and was assigned to Hunter AFB, Georgia. He was further assigned to the 308th Air Refueling Squadron, during its initial stage of activation, where he has been working as Senior Classification Specialist.

Due to Sgt Wiley's diligence, the squadron leads all the rest this of Form 20's on this base. His devotion to duty and his ability to produce are without parallel. The squadron is indeed fortunate in possessing such an outstanding non-commissioned officer.

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EXHIBIT #1

308TH AIR REFUELING SQUADRON M
308TH BOMBARDMENT WING M (S.C)
Hunter Air Force Base
Savannah, Georgia

SPECIAL ORDERS)
NUMBER 45)

16 December 1953

1. UP AFR 35-54 the undersigned resumes comd of the 308th Air Rflg Sq M, 308th Bombardment Wg M, S.C, this sta, eff 15 Dec 53.

PERRY P. MEYERS
Lt Col, USAF
Commander

DISTRIBUTION:

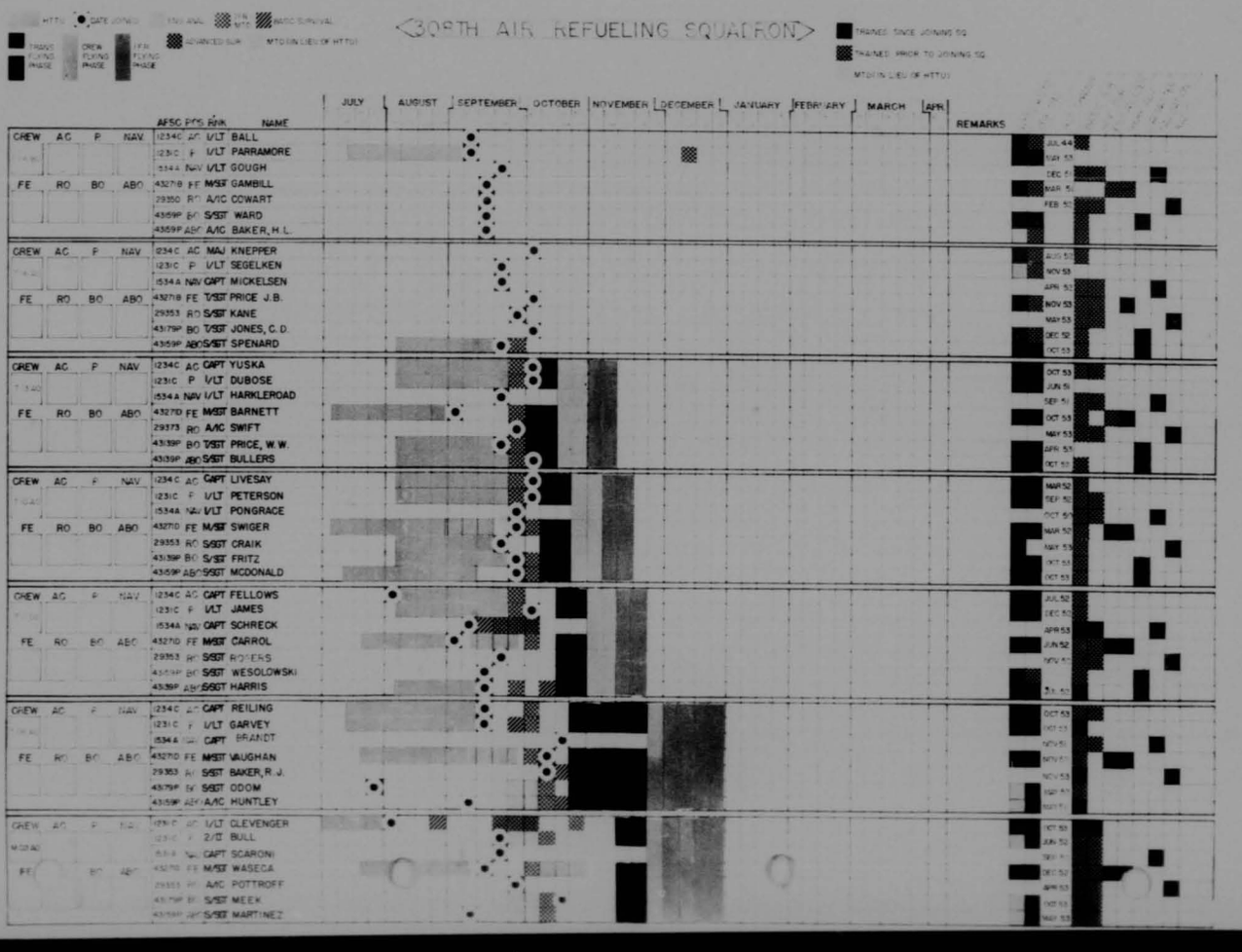
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1 - M/R
1 - Off Rcds Clk
1 - 201 file
5 - Ea Off

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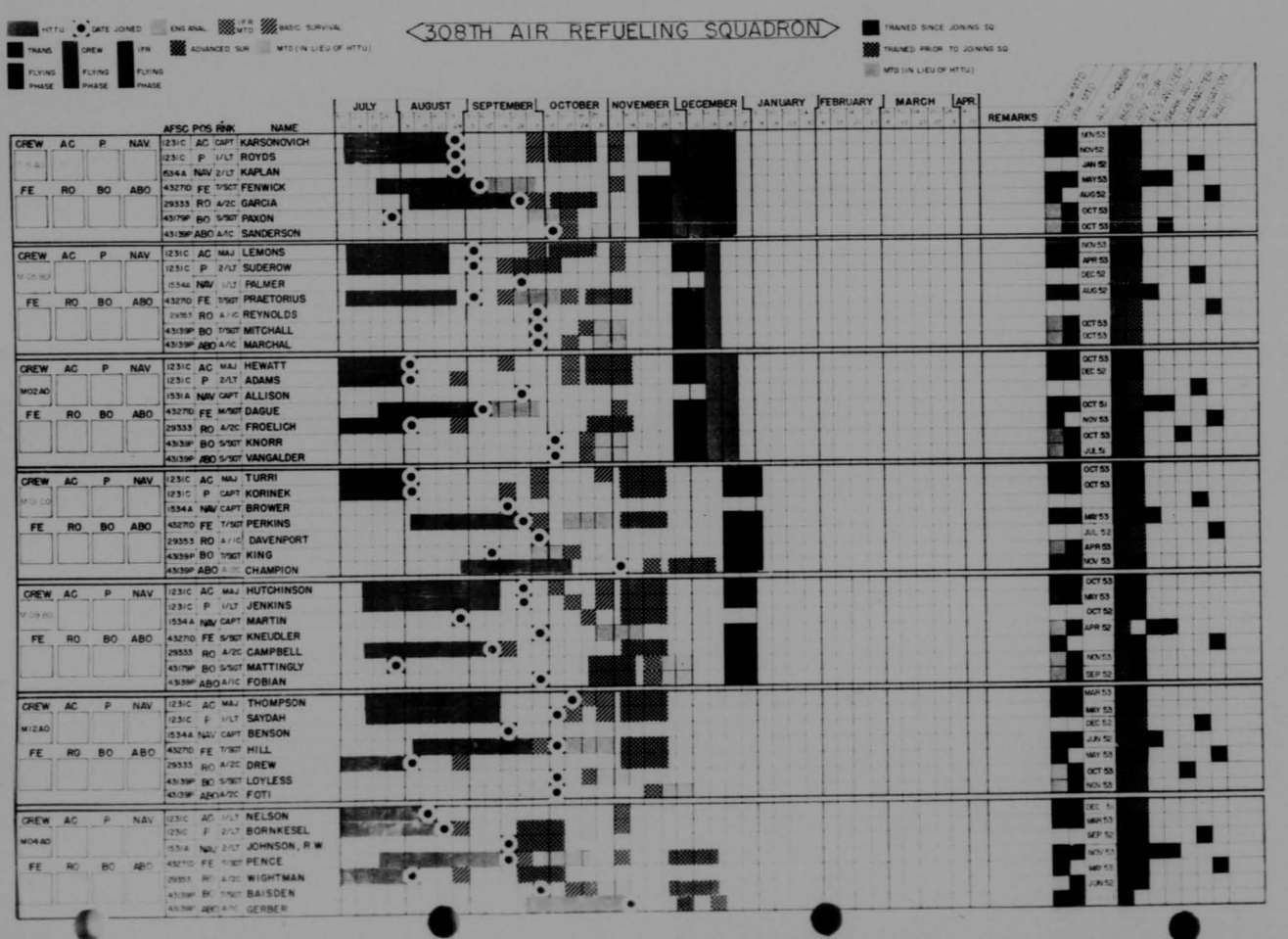
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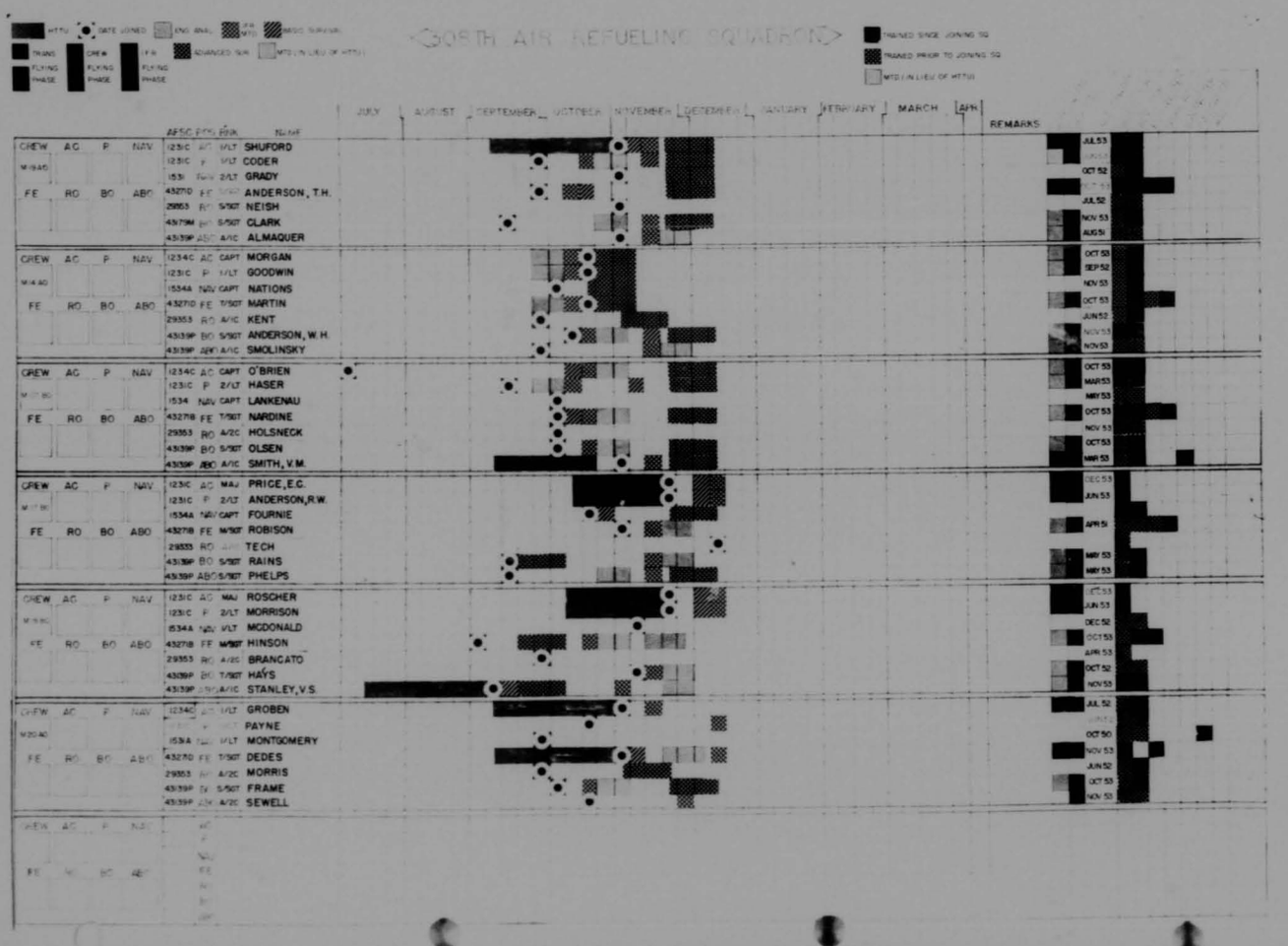
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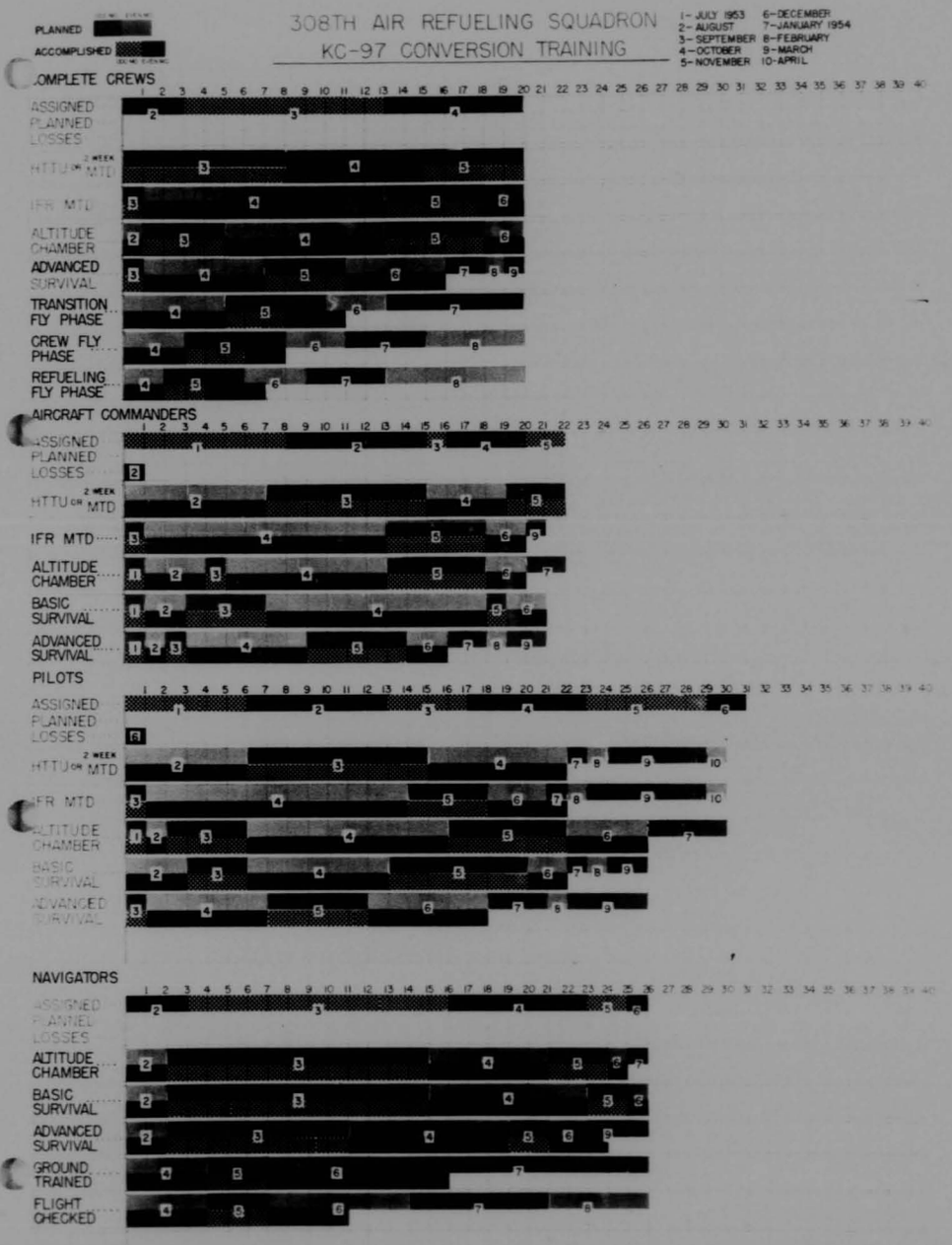
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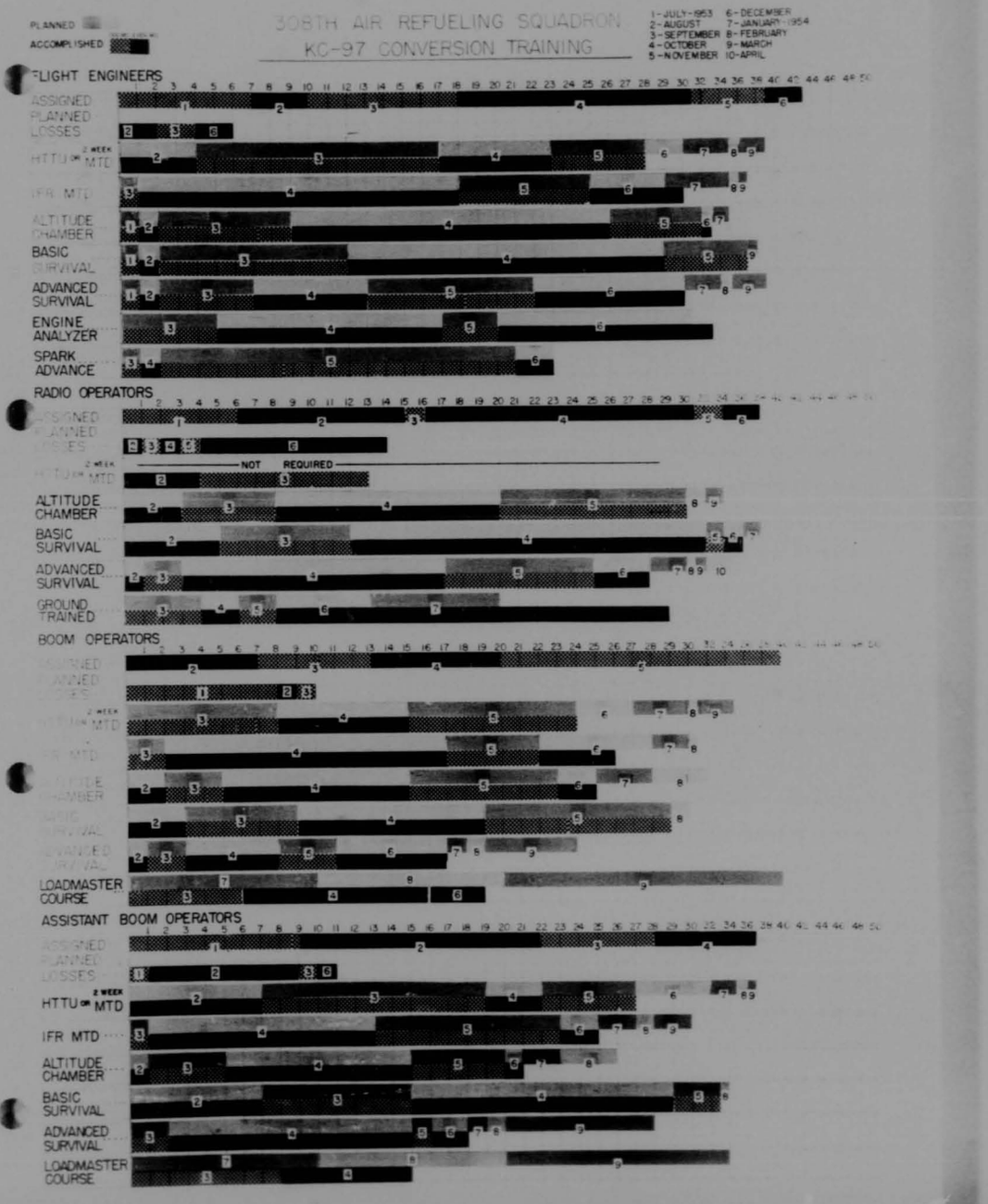
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HISTORY

OF

308TH FIELD MAINTENANCE SQUADRON

308TH BOMBARDMENT WING H

Hunter Air Force Base

Savannah, Georgia

FOR

1 - 31 December 1953

MARTY G. KOEHLER
1st Lt USAF
Historical Officer

JAMES O. HIXON
Major USAF
Acting Commander

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by Airman First Class Duane L. Shapcott

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HISTORICAL REPORT

The activities of the 308th Field Maintenance Squadron for the month of December 1953 covering the progress, handicaps, morale, historical events and other activities, were as follows:

CHAPTER I ORGANIZATION AND ADMINISTRATION

The Squadron showed definite gains toward stabilization and the beginning of a function as a B-47 unit. Various shops had completed their moving and completed working procedures for efficient functioning.

Pertaining to Maintenance sections there was a noticeable improvement in the completions and accuracy of Forms 98 (Manhour utilization record).

The Squadron supported maintenance for 20 KC-97G aircraft. Complete organization was made for maintenance procedures in all shops for the KC-97's.

A physical inventory of Technical Orders was completed in all shops and files were screened and brought up to date.

Coordination between all maintenance branches, sections and shops was improved through efforts of all personnel to apply proper emphasis on the proper channels for functioning of the Squadron procedures, policies and problems.

The transportation problems were greatly alleviated due to the effective efforts of Motor Vehicle Squadron to furnish transportation at all times. The Squadron had no trouble in obtaining transportation for all specialty dispatch and work orders.

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CHAPTER II PERSONNEL

For comparative purposes the strength of the Squadron is shown below for the months of November and December 1953:

Total assigned as of 30 Nov 53: Officers-8 Airmen-369

Total present for duty as of 30 Nov 53: Officers-8 Airmen-310

Total assigned as of 31 Dec 53: Officers-8 Airmen-394

Total present for duty as of 31 Dec 53: Officers-5 Airmen-252

During the month of December 1953, 33 airmen personnel were assigned to the organization from oversees depots and upon completion of formal training.

Four airmen were discharged by reason of expiration of term of service, one airman was discharged by reason of resignation, one reassigned to 1100th Personnel Processing Squadron, Headquarters Command, Bolling Air Force Base, Washington, D.C. and one airman was reassigned to the 804th Air Installations Squadron on this station.

A major continuing and ever present problem was the shortage of clerical personnel. This organization was authorized a total of 13 clerical and personnel specialists, yet had only eight assigned. The function of administration and records maintenance could not be effectively coped with under this shortage. Headquarters 308th Bombardment Wing was aware of the situation as it was a general situation throughout the wing.

(1) Unless otherwise indicated, contents of the chapter was obtained from Morning Reports of 308th Fld Maint Sq, 308th Bb Wg M, Nov and Dec 53.

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CHAPTER III MAINTENANCE SUPERVISION

This section had one officer and eight airmen assigned with five airmen borrowed from other sections to assist in the administration of posting Technical Orders, Specialist Dispatch and Materiel Control. The borrowed personnel were being rotated to prevent continued working out of their primary AFSC.

During the month, administration efficiency was seriously curtailed due to the shortage of clerical personnel and low experience levels of personnel presently performing the duties. This condition was also partly due to the absence of personnel on holiday leaves.

A general reveiw was made of the correspondence files for confirmation with current directives. A screening was made of outdated material and a more efficient file established.

The Maintenance Supervison office moved from building T-1288 to building T-1274 on the Flight Line. No major problems were encountered in moving other than the interruption of the Specialist Dispatch section.

The Specialist Dispatch section was functioning smoothly although one of the airmen assigned was on holiday leave. No problems were encountered in the processing of Specialist Job Records through this section to the shops.

Transportation availability for the month was satisfactory but a survey was conducted to determine a more efficient means of expediting action for dispatch and la priority Specialist Job Records.

Coordination and cooperation with all shops and echelons of command was satisfactory with no problems encountered.

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The morale of the section was at a high level directly traceable to the holiday season and the leaves that most of the personnel took.

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CHAPTER IV AIRCRAFT MAINTENANCE AND SUPPLY

FABRICATION

With an authorization for 95 personnel the month saw a total of 81 assigned to the branch. The sheet metal, machine and parachute shop each had one new airman assigned for duty.

A meeting with all shop NCO's, on the preparation of Forms 98, was believed to have greatly been responsible for the improved accuracy and submission of these forms to the Maintenance Supervision office.

The Life Raft shop moved from building T-1288 to T-1230. The move provided a more ideal location for space and accomodations for this shop and greatly improved its general efficiency.

No difficulties or delays were encountered in the completion of Forms 48 or Specialist Job Records for all sections. This can be accredited much to the fact that large quantities of tools and equipment were received by all shops. Sheet Metal shop received five trailers to use for line units which were placed in immediate use.

Transportation, coordination and cooperation was very good with all sections for the month.

Morale of the branch was very good with the holiday season making a welcome break in work schedules.

(1) The strength figures shown were extracted from T/O 1-7169P and Forms 98 for the branch of Dec 53

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POWER PLANT

This branch was still in need of a clerk for the administrative work which was accomplished by two aircraft mechanics for the month.

This branch had two airmen attending aircraft maintenance technician course, two attending jet engine school, and one attending engine conditioning school during the month.

The Engine Build-Up section built up four 4360 type engines and started two J-47GE-25 Jet engines through the build-up line. Unit change replaced three engines, nine cylinders, seven carburetors and one In-Flight Refueling pump.

The supply and tool crib completed turn in's to CSAC the balance of B-29 equipment on hand.

Cooperation between transportation and all sections was excellent during the month.

The morale for the whole section was at an extremely high point during the month with the final operation of build-up lines and the holiday season.

Nine propeller men were present for duty in the shop in December. Two propeller men completed the Hamilton Standard Service School and returned for duty. 48 Specialist Job Records were received of which 46 were completed with a total of 807 man hours utilized. The only major problem encountered in this section was the shortage of badly needed tools and equipment. All of the required equipment and tools for operation have been placed on supply order but not received.

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AERO REPAIR BRANCH

Administratively, no problems were encountered by this branch. No clerical personnel were available for assignment to the section but the workload in administration was absorbed by Maintenance Supervision.

There were 157 airmen assigned for the month against an authorization of 141. This was not a true picture of strength as a definite shortage of senior skill level personnel existed in the 43, 42 and 40 career fields.

There was a maximum of 41 men on temporary duty to schools at various bases though they tapered off to only six men at the end of the month. Practically all the airmen in this branch have attended some form of KC-97 or B-47 Aircraft Familiarization courses.

Approximately 300 Specialist Job Records and Forms 48 were processed during the month.

A training unit was set up with the assistance of Air Base Group Training section to train Aircraft Mechanics General into Aircraft Electricians. There were nine airmen undergoing this training to alleviate the shortage of Aircraft Electrician personnel.

An additional school was set up to train Maintenance personnel in the use of C-21, C-22 and A-3 power plants. This school was being conducted daily by the Ground Power equipment shop.

Bench stock supplies were still slow in coming in due to the lack of sufficient supply personnel for tool cribs in various shops and the branch.

(1) Personnel strength was taken from Forms 98 unless otherwise indicated.
(2) The SJR's and Forms 48 were available at Maint Control dispatch

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SUPPLY

The results of an inspection of supply functions was received from the Wing Director of Materiel. The unit supply was commended as operating one of the most efficient supply sections in the 308th Bomb Wing. Minor discrepancies were noted in the binning of tools for uniformity and cleanliness. The UPAZAL cards were noted to be in excellent condition and were being posted daily.

Supply was still receiving F-47 and KC-97 equipment from Supply Depot throughout the month. Many new tools were received for issue into tool kits. Issue was expected to be started the first of January on these items.

(1) R&R from Director of Materiel 308th Bomb Wing M (Appendix I)

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CHAPTER V MISCELLANEOUS

ACCOMPLISHMENTS

The Parachute Shop, under the Fabrication Branch, packed its first drag chute for a B-47, in 40 minutes. The chute was packed and replaced in the aircraft for use.

The Fabric Repair section, which was previously located in the Parachute Shop, was moved to building T-1288 in the old Wing Conference room. This move provided the Parachute Shop with much more needed space which will be utilized by the shop to pack and complete chutes for the B-47 aircraft.

The Fabrication Branch assumed responsibility for cleaning oil screens for the R360 type engines during the month and started operations for this duty.

Facilities were procured, in an area behind building T-1288, for the storage of pre-issue control surfaces for B-47 and KC-97 aircraft.

(1) The information above was obtained from the Maintenance Supervision office

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KEY PERSONNEL

The following personnel occupied key positions of the Squadron during the month of December 1953:

COMMANDER

Lieutenant Colonel Ralph H. Schneck

ADJUTANT

First Lieutenant Martin G. Koehler

SUPPLY OFFICER

Captain Ira N. James

MAINTENANCE SUPERVISOR

Major James O. Wixon

FABRICATION SECTION

WOJG Oliver Church

AIRFRAME SECTION

CWO Henry L. Gagne

POWER PLANT SECTION

Captain John F. Rutherford

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APPENDIX #1

OFFICE OF THE DIRECTOR OF MATERIEL
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DM 18 December 1953

SUBJECT: Quarterly Wing Supply Inspection

TO: Commander
308th Bombardment Wing M
Hunter Air Force Base, Georgia

1. Inclosed are copies of the Quarterly Supply Inspection as conducted by the Staff Supply Section of this Office. Copies have been forwarded to Commanders and Supply Officers concerned with a directive that corrective action be taken.

2. The Field Maintenance Squadron is to be especially commended for its outstanding supply organization. This supply has the largest amount of Unit Essential Equipment and the largest Plant Account within the Wing. The favorable condition and the good supply procedures demonstrated are a favorable reflection of the high caliber of the Supply Personnel.

3. The 375th Bombardment Squadron and the 308th Medical Group Supplys were excellent. The Supply Personnel in these two organizations are doing a fine job and ran the Field Maintenance Squadron a close second for the position of outstanding.

4. The supply picture for the entire wing was fair. Most of the squadron supplys could meet the standards required by this wing with just a little more hard work and extra effort on the part of the supply personnel. Unit Commanders are to be encouraged to show more interest in their supply sections.

5. This office will endeavor by the use of follow-up inspections, technical advice and personal conferences to bring every squadron in this Wing up to standard.

G.C. AVRIETT, Lt. Colonel USAF
Director of Materiel

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HISTORY

of

308TH PERIODIC MAINTENANCE SQUADRON

308TH BOMBARDMENT WING H (SAC)

Hunter Air Force Base

Savannah, Georgia

FOR

1 December - 31 December

1953

PHILLIP A. GIBSON
1st Lt., USAF
Adjutant

DOUGLAS R. SMITH
Major, USAF
Commander

THIRTY-EIGHT AIR DIVISION
SECOND AIR FORCE
STRATEGIC AIR COMMAND

Prepared by 1st Lt. Phillip A. Gibson

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CHRONOLOGY

1 December 1953 - 2d Lt. George W. Scott assigned from 308th Air Refueling Squadron.

7 December 1953 - Aircraft 228 delivered to 308th Air Refueling Squadron after completion of 600 hour inspection.

8 December 1953 - Aircraft 235 delivered to 308th Air Refueling Squadron after completion of 700 hour inspection.

9 December 1953 - Aircraft 240 delivered to 308th Air Refueling Squadron after completion of 600 hour inspection.

24 December 1953 - 1st Lt. Neil R. Humphrey reassigned to 340th Bombardment Wing, Sedalia Air Force Base.

31 December 1953 - 1st Lt. Phillip A. Gibson assigned from 375th Bombardment Squadron.

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PERSONNEL

	Asgd 1 Dec	Gains	Losses	Asgd 31 Dec	Average PFD	Effective Manning
Officers	4	1	1	4	4	80%
Airmen	168	3	3	168	127	32.3%

The figure 32.3% effective manning for airmen is somewhat misleading in that our maintenance capability for Jet Aircraft is zero. This is due wholly to the absence of Jet Engine Mechanic (AFSC 43153). We are authorized fifty of these people and have none. On the other hand we are authorized fifteen Jet Aircraft Mechanics (AFSC 43131J - 43151J) and have seventy-two 43131J's assigned.

The low average PFD figure is of course caused by the Christmas and New Year holiday period. Up to 25 % of the assigned personnel were authorized to go on leave at any one time during the season.

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ORGANIZATION AND ADMINISTRATION

The fact that the wing now possesses B-47 aircraft the lack of jet engine mechanics affects our entire organization. Up to this time we were only concerned with the Periodic Inspection of KC-97 type aircraft, but now we will be receving B-47's in the docks and do not have the personnel to perform required inspections.

Our average of 43131J's is fast becoming a definite morale factor. These people realize that only fifteen of them can be effectively utilized in the squadron.

Only one AWOL occurred during this period.

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MAINTENANCE

The month of December has offered a considerable amount of changes in the Docks. The roof on Dock #1 is being modified to allow KD-97's to have the proper clearance.

A Sheet Metal Shop is now occupying the building Dock Stock previouly occupied; Dock Stock and Tech Supply have obtained new buildings located near the Engineering Office. The Engineering Office, dock break room and Ground Power Shop are now located in building 1297, which has been remodeled and painted.

Personnel changes in the docks were few, although a new Assitent Engineering Offecer (4341), Supervisor (43171), and three other men having AFSC's of 43153, 43153, and 47151 were assigned this month. Approximately 50% of the dock personnel are or have been on leave during the holidays.

Our Engineering Officer (4344), and four Supervisors (43171, 43171, 43152B's and 43171B) are scheduled to attend Indoctrination at MacDill Air Force Base for approximately 15 days; at the present time we have some men attending school on base, and one TDY to Amarillo for B-47 faniliarzation corse.

Three aircrafts have been delivered back to A.R.S.

A/C 235, 700 hour inspection received 19 Nov delivered 3 Dec.
A/C 240, 600 hour inspection received 9 Nov delivered 9 Dec.
A/C 228, 600 hour inspection received 27 Nov delivered 7 Dec.

We presently have four aircraft in post dock awaiting parts.

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SUPPLY

During the past month unit supply moved from building 1231 to building 1293. The tool crib on the line and the tool crib in unit supply have been combined and arranged correctly in bins which makes the squadron operation mare efficient. New weapons cabinets have been built and all weapons are now stored in them. New beds, mattresses, tables and chairs were received for the new dormitory type barracks and we are in the process of turning in all old cots, mattresses, footlockers, wall lockers, and chairs. All serviceable property has been tagged and placed in bins.

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KEY PERSONNEL

COMMANDER:	Major Douglas R. Smith
SQUADRON ADJUTANT:	1st Lt. Phillip A. Gibson
MAINTENANCE OFFICER:	1st Lt. Joseph W. Landers
SUPPLY OFFICER:	1st Lt. Richard J. Wanserski
FIRST SGT:	M/Sgt. James R. Crutchfield Jr.
LINE CHIEF:	M/Sgt. Vernon G. Miller
SUPPLY SGT:	S/Sgt. Douglas R. Wilson

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2. Squadron Files.

3. Squadron Special Orders.

4. 308th Bombardment Wing M (SAC) Special Orders.

5. Individual Personnel Records.

6. 308th Periodic Maintenance Squadron Personnel Actions Memorandums.

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HISTORY

OF

308TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

308TH BOMBARDMENT WING (M)

Hunter Air Force Base

Savannah, Georgia

FOR

1 December - 31 December

1953

DALE I. SAMUELSON
Major, USAF
Commander

WALTER H. SILVER
2d Lt., USAF
Adjutant

SECOND AIR FORCE

STRATEGIC AIR COMMAND

Prepared by A/1C James C. Price

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CHRONOLOGY

1.	1 December	2d Lt. Walter H. Silver was assigned this Squadron From Ellington Air Force Base, Texas
2.	11 December	Captain William E. Current was assigned but not joined from overseas
3.	21 December	Captain John E. Favor was assigned this Squadron from overseas.
4.	21 December	Personnel of this squadron began their Christmas leaves.

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ORGANIZATION

The following is a list of Key Personnel of this Squadron.

Major Dale L. Samuelson	Commander
2nd Lt. Walter H. Silver	Adjutant
Major Eugene A. Sway	Maintenance Supervisor
Captain Charles T. Foster	Electronics Officer
Captain William W. MacConnell	Supply Officer

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PERSONNEL AND ADMINISTRATION

Strength figures for the 308th Armament and Electronics Maintenance Squadron listed below are reproduced from the strength section of Air Force Form 183 (Morning Report), of 30 November 1953 and 31 December 1953 for a comparison:

	Officers Grades								Warrant Officers					Enlisted Personnel Grades							
	8-7	6	5	4	3	2	1	Total	4	3	2	1	Total	7	6	5	4	3	2	1	Total
	A	B	C	D	E	F	G	H	I	J	K	L	M	O	P	Q	R	S	T	U	V
30 Nov 53--			2	4	1			7				1	1	13	15	36	64	38	36	1	203
31 Dec 53--			2	6	1	1		10				1	1	14	16	38	62	59	37		226

Upon comparing the above strength figures it is noted that this organization realized a gain in both officer and enlisted personnel for the month of December.

The officer personnel gained were: 2d Lt. Walter H. Silver, who joined out organization from Ellington Air Force Base, Texas, effective 1 December 1953. Lt Silver's duty here is that of our Squadron Adjutant; 11 December 1953 Captain William E. Current was assigned and not joined (30 days Delay Enroute) from 20th Air Force (FEAF); Captain John E. Favor joined 21 December 1953 from Headquarters Squadron, 804th Air Base Group, this Base.

The airmen turnover was a result of thirty-five newly assigned personnel gained and the loss of twelve. The following is a breakdown to show particular sections affected by this turnover: Gains; twelve men in the Electronics Counter Measures Section (ECM), eight in Weapons, eight in Radio, six in Armament, and one in Camera Section. The losses: Through reassignment, five men were lost, two Electronics Repairmen were reassigned to Lowry Air Force Base, Colorado, for formal training and three Radio Operators were reassigned to the 308th Air Refueling Squadron, 308th Bombardment Wing, M, this Base.

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The following men were discharged from the Service during the month:

(a) Hardship AFR 39-13

1. Yates, Charles C. PAFSC 64131 (Supply)
2. Gulick, John T. PAFSC 30150 (Radio)
3. Gidaro, Robert PAFSC 46230 (Weapons)

(b) Expiration of term of Service AFR 39-10

1. Dorsey, Donald W. PAFSC 46250 (Weapons)
2. Currenti, John PAFSC 30151 (Navigation)

(c) Seperated under AFR 39-14

1. Lawson, Curtis E. PAFSC 32350F (Armament)
2. Brown, Lloyd D. PAFSC 30131 (Navigation)

The following named airmen were seperated from Service with immediate re-enlistment:

1. Bennett, Marvin J. PAFSC 46250 (Weapons)
2. Jefferson, Fred PAFSC 70250 (Administration)

During the month three men were sent to formal school at other bases and one airman returned upon completion of his training. Three airmen had their PAFSC's changed due to their completion of OJT and career field changes; twenty-eight DAFSC(s were changed.

Promotions gained by this organization for the month of December are as listed below:

Two airmen promoted from A/1C to S/Sgt

Three airmen promoted from A/2C to A/1C

Five airmen promoted from A/3C to A/2C

One airmen was demoted from A/1C to A/2c through Article 15 UCMJ.

Morale of this unit was very high during the month with the holidays and many personnel were able to take leaves.

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MAINTENANCE

During the month of December, in our conversion period, the 308th Armament and Electronics Maintenance Section accomplished the following personnel changes:

Captain Favor, joined this organization from overseas and was assigned to the Flight Line Branch of the 308th Armament and Electronics Maintenance Squadron. Three Field Engineers were assigned to the 308th Armament and Electronics Maintenance Squadron. This makes a total of fourteen Field Engineers assigned to the Armament and Electronics Maintenance Section. Seventeen airmen were assigned to this organization as ECM Specialists. Since no ECM equipment is available at this time, the airmen were assigned to the Navigation Section and will be placed in the ECM Section upon arrival of the necessary equipment. During the absense of T/Sgt Fendya, the NCOIC of the Field Maintenance Branch, who is on TDY to Germany, T/Sgt Davis was temporarily assigned the section.

SOP's are still in the process of rewriting and are being distributed to various branches within the Armament and Electronics Maintenance Squadron. One additional copy is being forwarded to Major McNeill, who is the 38th Air Division Armament and Electronics Officer. Numerous work orders are still being submitted by the sections for work and material involving maintenance of B-47 and KC-97 aircraft. Three airmen from the Auto-Pilot Section have been nominated for F-1 and A-12D Auto-Pilot School, which is being held at Chanute Air Force Base, beginning 6 January 1954. Classes conducted by the Mobile Training Unit on the ARC-27, which eight airmen from the 308th Armament and Electronics Maintenance Squadron attended, were completed on the 18th of December.

One additional clerk was assigned to Maintenance Supervision to replace one airman who transferred to the Air Refueling Squadron. This

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makes a total of three airmen assigned to this section

The Armament and Electronics Maintenance Section furnished four technicians- two K-Systems and two Bomb Release- for acceptance checks on B-47 aircraft. These men departed 29 December 1953 for Tulsa, Oklahoma, and Marietta, Georgia, to accept the first two B-47's assigned the 308th Bombardment Wing, M.

TRAINING UNIT

Training for this squadron for the month of December as recorded by this section is outlined as follows:

Field Engineers Maintenance Training Outlines were completed.

One class on aircraft power requirements for the K-Systems was started and completed. Approximately twenty-four man hours were expended for this training.

Three classrooms were procured and will be utilized for maintenance training. (The class rooms are located in building 1207)

Thirteen hundred and ninety one (1391) man hours were expended for Ground Training. This was approximately a thirty percent increase over previous averages. Suffice it to say, this will be the completed training for the year nineteen hundred and fifty three.

A Maintenance Training visible file was set up to make "Ready information", to insure that all maintenance personnel are receiving proper training and to make available scheduling that will not conflict with previously scheduled activities.

Five, seven level, personnel completed management training and received certificates for same.

T/Sgt Charles J. Yankauskas was temporarily assigned to this section while awaiting orders for school assignment.

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PRODUCTION CONTROL

During the month of December 1953, the Unit Control Branch handled approximately 350 work orders.

A typewriter and additional file cabinets were received in the section, which greatly reduced the man hours necessary for completing the work load assigned to Unit Control.

FIELD MAINTENANCE BRANCH

An increase in work orders was noted over the previous month. A total of 87 being received during December as against 50 for November. The largest single increase felt was in the "K" Shop, which received 32 work orders, largely TOC's. Of this number, 12 were cancelled because of an incomplete "K" Mock-up. Lack of cables was responsible for the majority of these cancelled work orders. These cables have been ordered and back-ordered.

In accordance with pertinent SAC Regulations and Manuals, plans for a Material Control Section were set up. The purpose of this section is to correlate the activities of Field Maintenance Branch with Base Supply so as to eliminate supply hold-ups and expedite handling of parts and components required for work order completion. An SOP for Material Control was prepared, along with SOP's for utilization of test equipment and processing of work orders. Revision was carried forward on SOP's for Pre-Issue, Shop Stock, processing of Base Supply work orders, and general branch policies.

Status of Mock-ups:

"K" System- Radar Section of one mock-up is complete and operative. Computer Section of the same mock-up will be ready for operation when cables are received. The second mock-up is approximately 15% complete.

APN-1	75% complete
APN-11	10% complete. Receiver-Transmitter missing.
APN-12&76	10% complete
APS-42	No equipment received
APG-32	95% High Voltage cable missing. All other cables have been fabricated.

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ARC-27	Complete and in use.
ARN-6	Complete and in use.
AIC-8	25% complete.
ARN-14	90% complete. J-229 junction box missing.
ARN-18	90% complete.

Lay-out of the Wing Control room was made by radio personnel awaiting authorization from Second Air Force for equipment required. Wiring is on order, plugs have been received.

F-1 Auto-Pilot: A large portion of the completed mock-up was transferred to Flight Line Branch to enable them to perform maintenance. Equipment for another Field Mock-up is presently being collected.

FLIGHT LINE MAINTENANCE

Progress on completion of the conversion to B-47 and KC-97 maintenance facilities is satisfactory.

Four airmen completed the Mobility Training Detachments Communication Course while two airmen were sent TDY for acceptance checks on B-47 aircraft. Christmas leaves were granted 25% of Flight Line Branch personnel in accordance with higher headquarters directives.

Captain Favor was assigned as Maintenance Officer of the Flight Line Maintenance Branch. M/Sgt Schwarten become NCOIC of A-5 Fire Control Section as a result of the PCS movement of M/Sgt Taylor to A-5 System School.

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SUPPLY

Activities in Supply Section continued normal. The section processed supply difficulty letters submitted by sections of the shops. Turn-in of equipment no longer applicable to aircraft assigned to this Wing continued through out the month, with a small amount of material still remaining to be turned in. Lack of adequate transportation was a major problem that caused a bottle neck in supply operations. Personnel of the supply section increased by two newly assigned men, one T/Sgt and one A/1C. Critical equipment continued arriving spasmodically and was issued upon arrival to using sections. The operation of the Shop Stock Section was lost by this section to Maintenance Section, though a superisory control is still being maintained.

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Monthly Historical Report

308th Medical Group
308th Bombardment Wing M

Strategic Air Command

54

December 1953

Hunter Air Force Base
Savannah, Georgia

Prepared by

JAMES M. HOLLAND
1st Lt, USAF(MSC)

Approved:

ROY L. PATTERSON
Major, USAF(MC)
Commander

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Chapter I

MISSION

The primary and secondary mission of the 308th Medical Group has seen no change during the month of December 1953.

Chapter II

Organization and administration of the group remained the same for this period as reported during the month of October and November 1953.

Chapter III

PERSONNEL (1)

Strength figures for the 308th Medical Group for the last day of November and the last day of December 1953 are given for purpose of comparison:

30 November 1953 (2)

	For Duty	N/F Duty	Total	Sk	Iv	TDY	Confm	Total	Aggregate
Officers	15	1	16			1		1	17
Airmen	88		88	1	3	3	1	8	96

31 December 1953 (3)

Officers	10		10			7		7	17
Airmen	77		77			21	1	22	99

During the month two officers, Air Force Nurse Corps, were reassigned from the 2d Medical Group, 2d Bomb Wing, this base. Captain Margaret F. McLaughlin, AFNC, returned from TDY of 48 days at USAF SAM Gunter AFB, Ala., where she was attending the Flight Nurse Course. For a short period of time

(1) Unless otherwise indicated, contents of this chapter were obtained from Morning Report of 308th Med Gp, 308th Bomb Wing for Dec 53.
(2) Morning Report, 308th Med Gp, 308th Bomb Wing, 30 Nov 53.
(3) ibid 31 December 1953.

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there were ten nurses assigned to the unit this month, but by the end of the period the strength dropped back to eight assigned due to the loss of two nurses by release from active duty. One of these nurses completed her normal tour of active duty (1) and the other was separated from the service by reason of pregnancy (2).

Since the November 1953 report there has been no change in ~~the~~ number of Medical Corps, Dental Corps or Medical Service Corps officers assigned.

Three airmen, laboratory technicians, were assigned and joined from Hq 3882 School Group, Gunter AFB (AU), Alabama. Four airmen, one pharmacy technician and three flight surgeon assistants, were reassigned from the 2d Medical Group, 2d Bomb Wing, this base. Two airmen, dental technicians, were reassigned to the 1703d Aerial Port Sq, 1703d Aerial Transport Group, for further reassignment to the 72d Strategic Reconnaissance wing, APO 845, c/o Postmaster N.Y., N.Y., and one airman was reassigned to the 3810th USAF Hospital, Maxwell AFB, Alabama. One airman was separated from the service under the early release program (3).

There were no civilian personnel assigned or attached to the group during this period.

Chapter IV

OPERATIONS

Throughout the reporting period the 308th Medical Group centered operations around the fixed medical facility at Hunter Air Force Base, Savannah, Georgia. The USAF Hospital, at this base, is operating with an

(1) AFR 36-52 and USAF Msg AFOSC-20 AM-4851 dtd 9 Oct 53.
(2) Sec III, AFR 36-36 and USAF Msg AFMMP-4BC 9680M, dtd 27 Nov 53.
(3) AFR 39-14 and USAF Msg AFMMP-4 AIMAJCM 820/53, dtd 14 Sep 53.

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authorized bed capacity of 125 active beds. This facility affords in-patient and out-patient service for base military personnel assigned to the 308th Bomb Wing, 2d Bomb Wing, 804th Air Base Group, and other specialized units. Full medical care is afforded dependents of base military personnel and locally resident dependents of other military personnel. At present six hospital wards are in operation. Three of these wards are for medical and surgical military patients; one ward for convalescent military patients; one ward for medical and surgical dependent patients and an obstetrical ward. At the end of the reporting period forty-three of the operating beds were occupied, twenty-three of which were military patients and twenty were dependent patients. During December 1953 the obstetrical service performed sixty-six deliveries (1). The out-patient service completed three hundred forty-nine complete physical examinations, four thousand three hundred and twelve immunizations of various types, and rendered seven thousand eight hundred and seventy treatments on the dispensary and clinical services to military personnel and their dependents (2). Sick call for flying personnel continues to be held by respective squadron flight surgeons in the flight line area.

Chapter V

TRAINING

The military or ground training of the group was carried out under the provisions of applicable training directives (3). Technical training in individual specialties was carried out in the practical phase by the assignment of personnel to duty with departments and/or sections within

(1) Beds and patients Report, RCS: AF-M2, USAF Hospital, Hunter AFB, Ga., for month of December 1953.
(2) Out-patient Report, RCS: AF-M3, USAF Hospital, Hunter AFB, Ga., For month of December 1953
(3) SAC Reg 50-6; SAC Reg 50-8, Supplement II, and Dec 53 Master Ground Training Schedule, 308th Bomb Wing.

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the organizational structure of the fixed medical facility. Special emphasis was placed upon the qualifications and progressive training of personnel assigned to the tactical support elements of the group (1).

Group lectures in character guidance were conducted by the Base Chaplain for all personnel. A stand-by inspection was conducted for all airmen residing in the airmen's quarters. A formal inspection of all personnel was conducted in ranks by the Hospital Commander. Formal inspections of all hospital departments and sections were conducted on Saturday mornings.

Chapter VI

MAINTENANCE AND SUPPLY

With the assignment of all elements of the group to the home base during the month maintenance of tactical medical equipment presented no problem. There were no major maintenance problems involving medical equipment of the fixed facility nor of building in use by the unit.

The status of medical equipment for the infirmary, 36 bed, air transportable remains unchanged during this month.

Chapter VII

MORALE AND RECREATIONAL ACTIVITIES

The group basketball team has been engaged in practice sessions and will participate in the Base Basketball League. The touch football league has ended for the season with out team winning about 50% of their games. The bowling team is in an upward swing, having improved their league standing in the past month. During the holiday season numerous parties were

(1) SAC Manual 160-1.

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held in various departments and sections of the hospital. The day room and dinning hall were gayly decorated. Many of our personnel departed on leave to visit relatives and friends during Christmas and the New Year, but those remaining enjoyed a festive spirit and traditional Christmas dinner.

Chapter VIII

MISCELLANEOUS

Glossary

Abbreviation	Meaning
N/F	not for
Sk	sick
Lv	leave
TDY	Temporary Duty
Confm	confinement
AFNC	Air Force Nurse Corps
USAF	United States Air Force
SAM	School of Aviation Medicine
AFB	Air Force Base
Hq	Headquarters
(AU)	Air University
Sq	Squadron
Sec	section
Msg	message
AFR	Air Force Regulation
dtd	dated
Gp	Group

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Abbreviation	Meaning
RCS	Reports Control Symbol
Reg	Regulation
SAC	Strategic Air Command
PCS	Permanent Change of Station
c/o	care of
Strat	Strategic
Recon	Reconnaissance
AMS	Active Military Service

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Out-Patient Report, RCS: AF-M3, USAF Hospital, Hunter AFB, Ga., for month of December 1953

SAC Manual 160-1.

SAC Reg 50-6 and SAC Reg 50-8, Supplement II.

Master Ground Training Schedule, 308th Bomb Wing for December 1953.

AFR 36-53 and USAF Msg AFCSC-20 AM-4851 dtd 9 Oct 53.

Sec III, AFR 36-36 and USAF Msg AFPMP-4BC 9680M, dtd 27 Nov 53.

AFR 39-14 and USAF Msg AFPMP-4 AIMAJCON 820/53, dtd 14 Sep 53.

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Key Personnel

The following were key personnel of the 308th Medical Group during the month of December 1953:

Major Donald M. Kennett	Commander and Wing Surgeon
Major Roy R. Patterson	Deputy Commander
1st Lt James H. Holland	Adjutant and Supply Officer
Major Edwin Lambright	Dental Surgeon
Captain Margaret R. Bucko	Chief Nurse
Captain Frank G. Gatchell	Chief Surgical Service

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APPENDIX I

Personnel (1)

Incoming Personnel (P. C. S.)

Two officers assigned from 2d Medical Group, 2d Bomb Wing, this base:

Mangini, Genevieve M.	1st Lt	AFNC
Mitchell, Margaret D.	1st Lt	AFNC

Three airmen assigned from Hq 3882d School Group, Gunter AFB, Alabama:

Doyle, Patrick T.	A/3c	90430
Kerley, Billy M.	A/3c	90430
Lerch, Peter O.	A/3c	90430

Four airmen assigned from 2d Medical Group, 2d Bomb Wing, this base:

Opp, Jack E.	S/Sgt	90570
Justiniano, Luis, Jr.	A/2c	90130
Leonard, Robert L.	A/3c	90130
Leaf, Robert E.	A/3c	90130

Outgoing Personnel (P. C. S.)

One airman reassigned to the 3810th USAF Hospital, Maxwell AFB, Alabama:

Collier, Willie F.	A/1c	90250

Two airmen reassigned to 1703d Aerial Port Sq, 1703d Aerial Transport Group, Brookley AFB, Alabama for further reassignment to the 72d Strat Recon Wing, APO 845, c/o Postmaster, NY, NY:

Madden, Donald T.	A/3c	90950
Mooney, Francis	A/3c	90950

(1) All data for this appendix obtained from Morning Reports, 308th Medical Group, 308th Bomb Wing for December 1953.

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Separations and Release from Active Duty

One airman separated from service, Convenience of the Government, under provisions of AFR 39-14 and USAF Msg AFPMP-4 AU/AJCOM 820/53 dtd 14 Sep 53:

Swann, Harold K., Jr. A/1c 90651

One officer separated from service under provisions of Section III, AFR 36-36 (Pregnancy) and USAF Msg AFPMP-4BC 96[illegible]M, dtd 27 Nov 53:

Truscello, Marian J. 2d Lt AFNC

One officer released from Active Duty upon completion of term of AMS under provisions of Section III, AFR 36-52 and USAF Msg AFCSG-20 AM-4851 dtd 9 Oct 53:

O'Connor, Marie T. 1st Lt AFNC

Promotions

Two airmen promoted from grade of A/2c to grade of A/1c:

Chesser, Floyd L.

Tennyson, John C.

Five airmen promoted from grade of A/3c to grade of A/2c:

Kosma, James E.

Farmer, George L.

Monroe, Darrell E.

Pucci, Armando

Torres, Manuel F.

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
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267	↓	Aug/53			↓	S	
490		Sep/53				S	
680		Oct/53				S	
872		Nov/53				S	
1253	K-WG-308-Hi	Dec/53			308th Bomb Wing	S	
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